

CYCLE NEWS

FEATURING: 25-Lap TT National Championship Coachella Valley European Scrambles Austin Road Race Saddleback Moto-Cross Two Class A Speedway Events Carlsbad Moto-Cross Scramblin' Around The Country

WEST 25¢

CALIFORNIANS SWAMP LINCOLN TT

Photos by Gary Fleetwood

LINCOLN, Nebraska, Aug. 11 — California riders dominated the first National TT ever to be held at Lincoln in an event that saw the west coast riders win everything from fast time honors to fast heat honors before running away in both the Expert National final and the Amateur feature.

Gene "Tiger" Romero won his first National race and Skip Van Leeuwen lost his first National TT of the year. Romero, the third-year Expert who missed most of last season, held off repeated late lap bids by Dusty Coppage to grab top National honors for the first time. All were on Triumphs.

Romero's First National Win

It was one of the closest National finishes this year with Dusty less than two bike lengths back at the finish of the 25-lap race on the short, bumpy course that was built in and around a third-mile oval.

Van Leeuwen took top time trial honors but finished fourth in the heat race and had to work his way to the final via the semi where he ran second behind Gary Nixon. The semi was an all National Numbered lineup, save for Ron Hoppe from Washington state.

Jimmy Odom, who has been plagued with mechanical troubles all season, got going long enough to win his heat with the fastest eight laps of the day, topping heat win times turned in by Dick Mann and Chuck Palmgren.

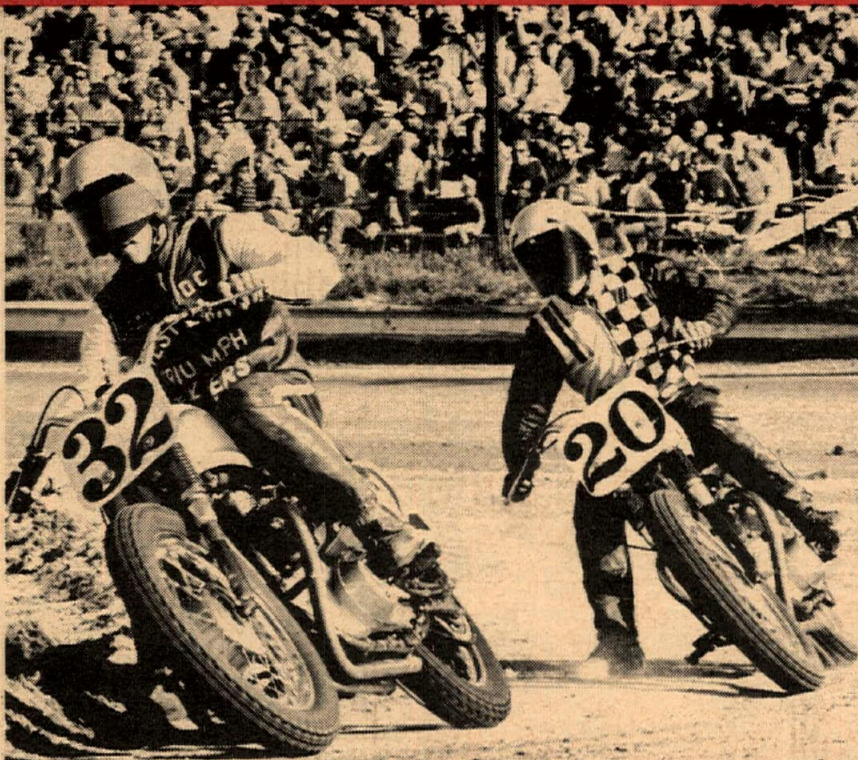
Odom again ran into his usual luck in the final. He ran a close third the early laps but then the engine soured and Jimmy made two pit stops before the race was concluded.

Coppage Early Leader

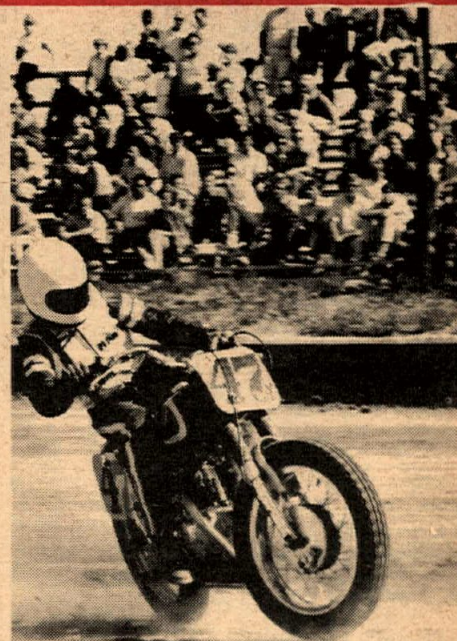
Coppage jumped into the lead at the start of the final with Dick Mann right behind. Mann then dropped out of the event on lap five and Romero, who was fifth in the early laps, moved into second.

Dusty held the Tiger for thirteen laps before giving way. Van Leeuwen climbed to third from the back row at the end of nine laps and the three way scrap was on. Skip was never quite close enough to really be a threat and it was a see-saw duel between Romero and Coppage right down to the checkered flag.

Gary Nixon (Triumph) and Cal Rayborn (Harley-Davidson) waged their own private battle for a high finish and the National point lead. The two ran together from start to finish with Rayborn always looking for the mistake that never came.

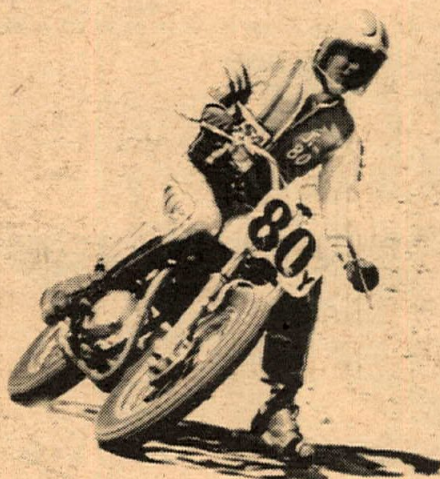


ABOVE LEFT: California Triumph aces Dusty Coppage (32) and Gene Romero (20) battled it out for thirteen laps of the Lincoln, Nebraska 25-Lap AMA National Championship TT race before Romero managed to get by and go for his first-ever National win, in front of packed grandstands.

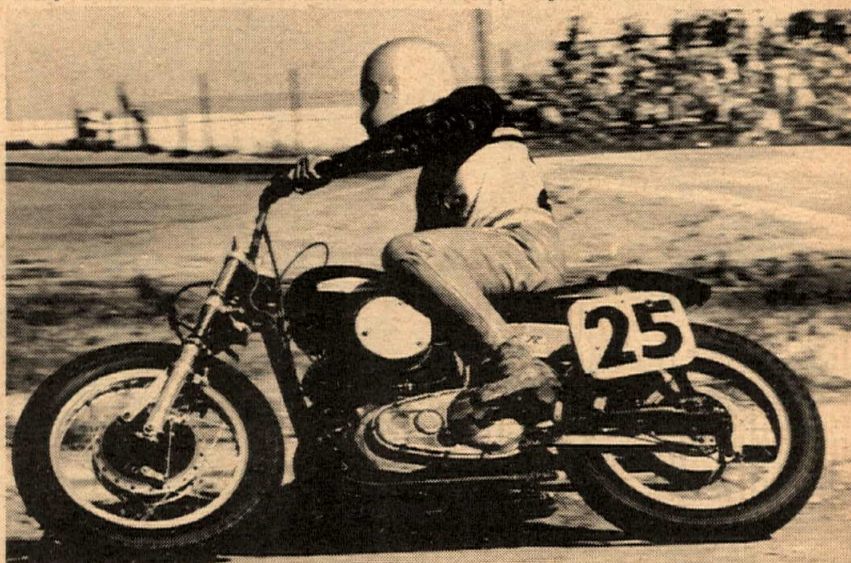


ABOVE RIGHT: Triumph-mounted Mark Brelsford (47y) looks slidy as he powers to third place finish in the 15-lap Amateur final at Lincoln behind winner Jim Rice and runnerup Bruce Anderson.

BELOW LEFT: Californians swept the field in Amateur as well as Expert events. Here's #80y Jim Rice (BSA) chalking up his third-in-a-row TT win in National competition.



BELOW RIGHT: First non-Triumph finisher in the Expert final was San Diego's Cal Rayborn, Harley-Davidson ace who is better known for his prowess on the pavement but is proving his all-around abilities and still maintains second place in National point standings behind Gary Nixon. Nixon took fourth at Lincoln, Rayborn fifth.



(Continued on page 8)

NEWSPAPER

Long Beach, California 90805
6477 North Long Beach Boulevard

CYCLE NEWS

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL SCHEDULE

AUGUST 25 - 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. - State Fairgrounds - Entries from AMA or District Referee. Entries Close Aug. 4.

SEPTEMBER 1-14 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. - San Jose track - Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8-11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif. - California Rodeo grounds - Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 - 25 MILE NATIONAL

Championship at Calif. State Fairgrounds 1-mile dirt track, Sacramento, Cal. Promoted by J.C. Agajanian, \$10,000 purse, time trials 12 noon, races 2:30 p.m. Entries from AMA or Dist. Referee, entries close Aug. 25.

SEPT. 15 - 150 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Schuyler County MC, Rd 1, Cayuta, N.Y. - Schuyler & Tompkins Counties - Entries from AMA or promoting club.

SEPT. 21-22-500 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Lansing MC, P.O. Box 1293, Lansing, Mich. - Entries from AMA or promoting club.

SEPT. 29 - 9 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Mar-Car, Inc., Box 75213, Oklahoma City, Okla. 73107 - Entries from AMA or District Referee. Entries Close Sept. 8.

SEPT. 29 - 135 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Meteor MC, 1124 Kaighn Ave., Camden, N.J. - Southern New Jersey - Entries from AMA or promoting club.

OCT. 6 - 100 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Chautauqua Lake Cyclists MC, Cowing Rd. RD #4, Jamestown, N.Y. - Busti, N.Y. Entries from AMA or promoting club.

OCT. 12 - 8 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif. - Ascot - Entries from AMA or District Referee. Entries Close Sept. 21.

ENSENADA ROAD RIDE COMING UP!

EVERY WEDNESDAY NIGHT

QUARTER-MILE FLAT TRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. 125-250-Open classes, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

SPORTSMAN TT RACES at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. All classes, runs in conjunction with flat track, pits close 8 p.m. For info call (714) 528-4290.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL FLAT TRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Ft. Sutter & Sacramento Trackers M.C.'s at Sacramento Nat'l Raceway, Sacramento, Cal. Take Jackson Rd. or Hwy 16 to Excelsior, no. 1/2 mi.

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore.

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. at San Fernando Rd., Pacoima, Cal. Races 8 p.m., \$2.50 adults, \$1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc. For info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. For info call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, \$10 per student. For info call Bob Braverman at (213) 785-2421.

1st SAT. NIGHT OF EACH MONTH

AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

EVERY SUNDAY

CLASS A SPEEDWAY RACING at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 5 p.m., race 7 p.m. 40% purse. Phone: (213) 923-7115.

ONE-DAY MOTORCYCLE TOURS starting at 10 a.m. from Roehr Bros. Sportcycle Center, 317 N. Victory Blvd. (between Magnolia and Olive), Burbank, Cal. For info call (213) 842-4847.

AUGUST 18th THROUGH 24th

BONNEVILLE SPEED TRIALS at Bonneville Sat Flats. For more info contact Earl Flanders, 200 W. Walnut, Pasadena, Cal. 91103, (213) 681-6451. Post entries available.

FRIDAY, AUGUST 23rd

SIDEHACKS & MIDGETS at Whiteman Stadium, 12850 Pierce St., off San Fernando Rd., Pacoima, Cal. Trials 6:30, races 8 p.m. Adults \$2, 12-18 \$1, 6-12 50¢, under 6 free with parents, free parking.

SATURDAY, AUGUST 24th

JACK RABBITS M.C. TROPHY PRESENTATION for July 4 scrambles & July 21 European Scrambles at clubhouse, 9141 E. Compton, Bellflower, Cal. Free refreshments, 8 p.m. For info call Pete at (213) 869-0600.

SPORTSMAN NIGHT RACE at Benton Lane Speedway, near Junction City, Ore. For info contact Oregon Sportcycle, 1440 So. "A", Springfield, Ore.

SAT. & SUN., AUG. 24th & 25th

WESTERN CANADIAN CHAMPIONSHIP ROAD RACES presented by Westwood M/C Racing Club at Port Coquitlam, B.C., Canada. For info contact club at Box 91, S. Burnaby, B.C., Canada.

SUNDAY, AUGUST 25th

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry \$5.00, post entry \$10.00. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Aug. 20. AFM Nat'l pts.

SUNDAY, AUGUST 25th

SPORTSMAN TT SCRAMBLES by Mesa M.C. at Mesa Speedway, AMA sanc. Prac. 10 a.m., race noon. Take Main St. turnoff from Interstate #5 at Chula Vista, Cal. Follow lime, just east of Brown Field.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77 Brush Prairie, Wash. 98606.

CHAMPIONSHIP TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. For info contact Ray Copeland, 420 Crestview, Lp., Grants Pass, Ore. (503) 476-4018.

EUROPEAN SCRAMBLES by Spoke Benders M.C., AMA sanc., Dist. 37 pts., 9 a.m. start, approx. 3 mi. no. of Mojave, Cal. on Hwy. 58. Write club at P.O. Box 296, Lawndale, Cal. 90260 for more info.

7th ANNUAL SCRAMBLES by Salinas Ramblers M.C. & Salinas Elks Lodge, AMA sanc. Calif. Rodeo Grounds, No. Main St., Salinas, Cal. Gates open 7 a.m., signup ends 10:30 a.m.

SAMMY MILLER TRIALS by So. Cal. Trials Assoc. Am. 9 a.m., Exp. & Mast. 1 p.m. Saddleback Park in Orange Co. (213) 370-8491.

PERRIS TT RACE by Viewfinders M.C. at Perris, Cal. Dist. 37 pt. run. Signup 0-250 closes 8 a.m., big bike close noon. For info write Viewfinders, P.O. Box 1672, Studio City, Ca.

THURSDAY, AUGUST 29th

AMA NOVICE & AMATEUR SHORT TRACK RACES at Antelope Valley Fairgrounds, Lancaster, Cal. Promoted by J.C. Agajanian, \$600 purse. Time trials 6 p.m., race 8 p.m. For more info call (213) DA 3-5055.

FRIDAY, AUGUST 30th

SHORT TRACK by Sprockets M.C. at Bakersfield Speedway, Bakersfield, Cal. Night race.

SATURDAY, AUGUST 31st

THREE STAR AMA PROFESSIONAL TT at Castle Rock Fairgrounds, Castle Rock, Wash. For more info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

AUG. 31, SEPT. 1 & 2nd

12th ANNUAL PINE CONE RUN, RRC pt. run. Call (213) 677-9033 for further info.

SUNDAY, SEPTEMBER 1st

MOTO-CROSS at Crescent City, Cal. Starts 10 a.m., for info call 464-4871 in Crescent City.

AFM NATIONAL ROAD RACE at Orange County Int'l. Raceway. To be held on new course. For further info call John Mc Gillivray at (213) 222-1303.

EUROPEAN SCRAMBLES by Desert Challengers M.C. at Deadman's Point, Apple Valley, Cal. 10 a.m. start, 31-hr. races. For info contact club at 1215-1/2 Screenland, Burbank, Cal. 91505.

50-MILE RACE at El Mirage Dry Lake Bed, by Hi-Jinx FMC. All flat ground, limed from Adelanto, Cal. 10 a.m. start, \$3.00 entry. For info call (213) 868-0116.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., night race. For info call (916) 742-7785.

WESTERN CANADIAN MOTO-CROSS CHAMPIONSHIP at Totem Raceways, Aldergrove, B.C., Canada. CMA sanc., prac. Aug. 31 10 a.m. to 4 p.m., race Sun. 1 p.m. For info contact Totem MC, 106 E. 35th Ave., Vancouver 15, B.C. or call MB Sports Cycle, 298-4232 Vancouver.

SUN. & MON., SEPT. 1 & 2nd

HILLCLIMB & SCRAMBLES by Nevada Trailblazers M.C., Reno, Nev. Hillclimb Sat., signup 8, start 10 a.m., take U.S. 395 so. 10 mi. to Virginia City turnoff Hwy. 17, follow lime. Sun. scrambles signup 8 a.m., race noon, follow lime from U.S. 40 & 395 in Reno. Write P.O. Box 6075, Reno, Nev. 89503 for info.

MONDAY, SEPTEMBER 2nd

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore.



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CALENDAR

MONDAY, SEPTEMBER 2nd

27-MILE PONDEROSA HARE SCRAMBLES by Greyhounds M.C. at Ponderosa, Cal. Call (213) 367-2907 for info.

SUNDAY, SEPTEMBER 8th

ENGLISH TRIALS presented by Ground Shakers M.C. at Las Vegas, Nev. For info call (702) 384-3024.

50-MILE "RUFF" SCRAMBLES by Sage-Hoppers M.C. at Encinitas, Cal. AMA sanc., prac. 9 a.m. Lined from Interstate 5 & Encinitas Bl. For info call Bob Gooding (714) 753-2907.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., night race. For info call (916) 742-7785.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77, Brush Prairie, Wash. 98606.

SATURDAY, SEPTEMBER 14th

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal. Night race.

SUNDAY, SEPTEMBER 15th

HARE & HOUND by Antelope Ramblers M.C., Dist. 37 AMA pt. run. Lined from Red Rock Canyon, Cal. 10 a.m. start. For info call 787-7361.

TT SCRAMBLES presented by Hill & Gulley Riders M.C. in Las Vegas, Nev. For info call (702) 384-3024.

SCRAMBLES by Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. AMA sanc., noon start. Lined from Hwy. 101 Bakersfield exit (Hwy. 166 East). More info: Box 2177, Orcutt, Cal. or (805) WE 7-5836.

POKER RUN by Roamin' Wheels M.C. of Pacifica, Cal. AMA sanc. Starts from Mustache's Pizza Parlor, on Skyline in San Bruno, Cal. at 9 a.m. For info call Dave Mori at (415) 359-5880.

SCRAMBLES at Castle Rock Fairgrounds, Castle Rock, Wash. For info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

1st ANNUAL POKER RUN by Spinning Spokes M.C. Call (714) 893-6811 for info. RRC pt. run.

SAT. & SUN., SEPT. 21 & 22nd

1st ANNUAL 100cc TT GRAND PRIX by Experts M.C. of San Diego at Mesa Speedway. Info from Experts M.C., 215 Paden Dr., Spring Valley, Cal. or Earl Roloff at (714) 479-3209.

SUNDAY, SEPTEMBER 22nd

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry \$5.00, post entry \$10. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Sept. 18. AFM Nat'l pts.

SUNDAY, SEPTEMBER 22nd

CHAMPIONSHIP SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77, Brush Prairie, Wash. 98606.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., night race. For info call (916) 742-7785.

SCRAMBLES by King City Wheelers M.C. at King City Fairgrounds, King City, Cal. AMA sanc., Dist. 35 pts. Signup 8:30-11, prac. 9:30-11, race 11:30 a.m. For info contact Jim's Cyclery, King City, Cal. Phone: 385-4230.

TT SCRAMBLES by Prospectors M.C. at Perris, Cal. Dist. 37 pt. run, 8:30 a.m. start. For more info call (213) 674-5782.

SAT. & SUN., SEPT. 28 & 29th

MOTORCYCLE WEEKEND by Silver Queens M.C. of Las Vegas, Nev. For info contact Vegas Cycle Center, 1020 E. Fremont, Las Vegas, Nev. (702) 384-3024.

SUNDAY, SEPTEMBER 29th

SPORTSMAN ROAD RACES by Southwest M/C Racing Assn. at Green Valley, Texas. For info contact Races, 2507 T.C.U. Ave., San Angelo, Tex. 76901. (915) 949-1030.

NOVICE/AMATEUR SHORT TRACK SLATED FOR LANCASTER

Short track motorcycle racing under the direction of promoter J.C. Agajanian, will be presented for the second straight year at the Antelope Valley Fairgrounds in Lancaster, Calif. on Thursday night, August 29 at 8:30 p.m.

Agajanian staged a highly successful short track card on the opening night of the Antelope Valley Fair last year, and has signed another program for this year's fair opener.

A full fourteen-event program of AMA-sanctioned Novice and Amateur racing is slated over a specially prepared one-eighth mile dirt track laid out on the infield of the fairgrounds. Also on the program will be a gigantic fireworks display following the races.

Agajanian expects more than fifty of the West's top riders to be on hand for the evening's action-packed racing card. Practice runs will start at 7 p.m. with racing at 8:30 p.m.

Among those expected to compete are such two-wheel stars as Keith Mashburn of Santa Susana, the leading Novice class rider in the nation; Tommy Rockwood of Gardena, leading Amateur rider; Randy Smith of Ventura; Terry Donaher of Gardena; Don Harms of Fresno; Jim Rice of Palo Alto; Alex Chinowski of Ojai, and many more.

ACA 12-HOUR PRODUCTION GRAND PRIX, Willow Springs International Raceway, Rosamond, Calif. 9:00 a.m. to 9:00 p.m. All classes. Info (714) 528-4290

3rd ANNUAL CRUISERS TOUR by Santa Ana Cruisers M.C. Call (714) 842-2976 for info. RRC pt. run.

ATTENTION LONERS!

The annual Labor Day Weekend get-together will be held on Hwy. 1; follow the lime from San Simeon, Cal.

SAT. & SUN., OCT. 5 & 6th

MAMMOTH MOUNTAIN MOTO-CROSS at Mammoth Lakes, Cal. For race info and accommodations write Hi Sierra M.C., Box 482, Mammoth Lakes, Cal. 93546.

**M.M.M.-C
OCT. 5&6
CASH**

J.A.P.

PROFESSIONAL

SPEEDWAY SHORT TRACK

1/6 MILE ALL NEW DIRT SPEEDWAY

Riders and Owners
CALL 983-1617

Every Sat.

8:30 p.m. 40% PURSE
TOP 12 RIDERS SHARE
WHITEMAN STADIUM

12130 Pierce St., Pacoima
Take Terra Bella exit east
off Golden State Freeway



CLASS A

PROFESSIONAL

SPEEDWAY SHORT TRACK

ALL NEW CUSHION TRACK
TROJAN SPEEDWAY

RIDERS AND OWNERS CALL 923-7115

EVERY SUNDAY

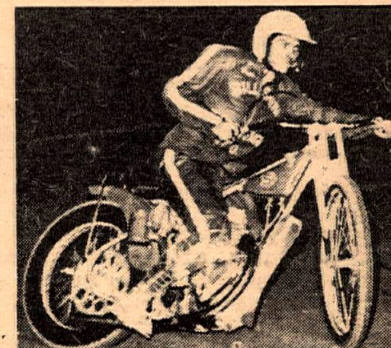
7:00 P.M. 40% PURSE

ADMISSION \$2.50, JR. \$1.50, UNDER 8 FREE

PIT GATES OPEN 5:00 P.M.

TAKE LONG BEACH FWY TO FIRESTONE
EAST TO GARFIELD SO. TO SOUTHERN
WEST TO TRACK

5601 SOUTHERN AVE., SOUTH GATE, CALIF.



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MOTO-CROSS

CARLSBAD RACEWAY
PRESENTED BY
CALIFORNIA MOTO-CROSS CLUB

AUG 25

PRIZE MONEY

FOR EXPERT CLASSES 250 & 500 (Run Separately)
TROPHIES FOR JUNIORS
MAIL ENTRY \$5.00 POST ENTRY \$10.00
ENTRIES CLOSE AUG. 21st

ATTENTION

THESE ★ RIDERS WILL BE RIDING IN THE EVENT
JOHN DESOTO * GARY CONRAD * RON NELSON
GARY BAILEY * LARS LARSON * WALT AXTHELM
J.N. ROBERTS * PRESTON PETTY

CLASSES

EXPERT & JUNIOR 0-125 126-250 251-500 OPEN
CAMPING OK-GATES CLOSE 11:00 P.M. SATURDAY NIGHT
THE COURSE WILL BE DUST FREE * SPRINKLING SYSTEM
IN AND OPERATING * ALWAYS A COOL BREEZE * 6
MILES FROM THE OCEAN.
MAIL ENTRY TO: P.O. BOX 124, RESEDA, CAL. 91335
SHOWERS NOW IN FOR RIDERS USE.
4 STROKE STARTERS 500cc & LARGER WILL RECEIVE 1/4 CASE OF RACING OIL

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

ORANGE COUNTY INTERNATIONAL RACEWAY

PRESENTS

AFM NATIONAL ROAD RACES



ON THE NEW 8 TURN COURSE

TAKE TAKE SAND CANYON OFF RAMP OFF SANTA ANA FWY.
10 MILE SO. OF DISNEYLAND

FIRST RACE 12:30 p.m.

ADMISSION \$2.00

SEPT. 1st



You'll
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CYCLE NEWS

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VOICES OF THE WEST

HELPFUL TO NEWCOMER

May we, through Cycle News, thank the San Rafael M.C., Jack Lewis of Dam Cycles in El Sobrante and all the terrific people we met on August 4, at the San Rafael Moto-Cross who were so nice throughout the day to our young son David Worth #122 who was riding his first Moto-Cross.

It was truly a pleasure to race with these fine people.

Very sincerely,

HOMER & JOAN WORTH
(David's parents)
Monterey, Calif.

BAGLEY BENEFIT

Our Club is sponsoring a Benefit Run for John Bagley, who was severely injured in a motorcycle accident, on the way to the Pike's Peak Tour. He is in the hospital in Kingman, Arizona, with a broken leg, crushed pelvic, punctured bladder and severe lacerations of the face, arms and hands. He has ridden motorcycles for over twenty years and made most of the runs put on by other Clubs.

The run will be held Sunday, Sept. 22, 1968 and will start at the Harley Davidson Shop of Fullerton. Sign-in is from 8:00 to 10:00 a.m.

Any publicity you can give us will be greatly appreciated.

Sincerely,

DELORIS FRANCIS
Sec'y., Golden Eagles M.C.
Santa Ana, Calif.

CORRECTION OF CORRECTION!

Regarding the road race of 7/21/68 at Carlsbad, California, the results listed Mike Velasco as 1st place 100cc Production Class; this is 100% right. Please inform Mr. Evans that it was I (Stan Smith) who broke down with only three laps to go.

Mike and I both ride Bridgestones and I was second when I broke down giving Mr. Evans the thought that his son was first. Please make sure who's who before corrections are made. Thank you.

STAN SMITH
(A Weekly Reader)
Monterey Park, Calif.

("But who's on first?")

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SCRAMBLIN AROUND

By Maureen Lee

The Viewfinders are going to try something new at this Sunday's run at Perris. This has been discussed quite a bit lately but so far no one has tried it. Instead of running heat races or motos everyone runs a Main. This gives everyone plenty of riding instead of maybe one three-lap heat and that's it unless you transfer to the Main or make the semi. Thirteen events will be run; the 0-200 will get ten laps with the rest going fifteen. You will only run against your own class and rider classification (Amateurs with Amateurs, etc.) except in the small bore where everyone will run together but will be scored separately for points and trophies. Your starting row will be determined by your sign-up, so we suggest you sign up early for your class if you want the first or second row. Us? We'll take the back row, thank you.

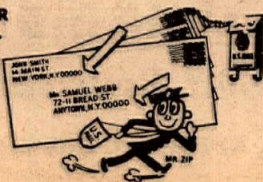
Now there's been a lot of grousing going on lately about not getting enough riding in so if you don't think that 15 laps at Perris isn't enough riding then nothing can please you! Let's support the Viewfinders on this one and see if the mass-start idea will work and cure one of the major complaints about today's scrambles, lack of time on the track.

We've been down to the new Huntington Beach track several evenings and are those people working! It's something to see a track being carved out of nothing but a plowed field. We got a ride around it on the water truck, and were tempted several times to open the door and stick a foot down! Opening Day will feature an "Old Timers" race and we are beating the bushes for guys who once held a number 1, 2 or 3 heavyweight plate. Some we've tracked down and invited and so if you read this and your name is on the District 37 perpetual trophy consider yourself invited if you don't get a personal invitation. Eddie Mulder and Larry Wilburn both want to ride but we've had to request permission from Worthington on that one and haven't heard from them yet. Naturally Rice and Hunter will ride and Ben Fakkeldy. Bruce Jackson is jazzed by the idea and is making up his mind whether to show up with his Velo or a Matchless. Don Spargur has said he'll ride if he can come up with a bike (that problem has been taken care of so he'd better!) and Bill Riley is coming. Bill says with a track like that he might start scrambling again! Wouldn't that be neat? Now we have to contact a few more gentlemen like Jim Goldsmith and Bud Ekins and see if we can get them to come and christen the track.

Hunter won the big bike grudge match Saturday night after John Rice weinered his Honda in practice and Ray Nicholls lent him his Maico. John is tickled pink with the Maico's handling and how fast it was but it couldn't keep up with Hunter's Goldie. Thus, the end result is they both won one.

So...we'll see you next Sunday at Perris. The Viewfinders always put on a good one and like we said before. Let's find out how mass starts work. If you've never been in one and are planning to ride Corriganville this fall, now's the time to get the feeling of what one is like. They're not as bad as you think!

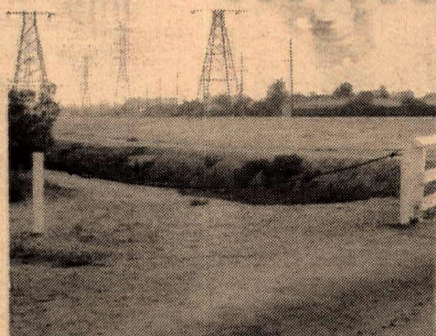
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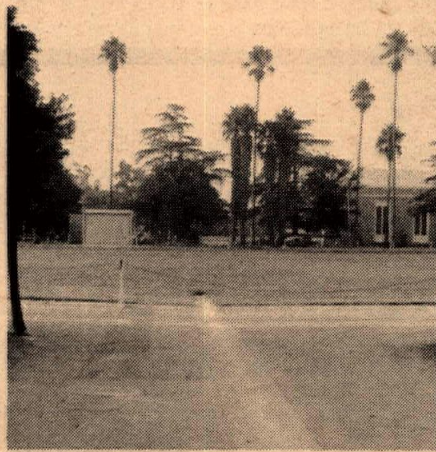
Legislative Notebook

By Barbara Adams Dahms

CAN YOU FIND THE NECKBREAKER IN TIME?



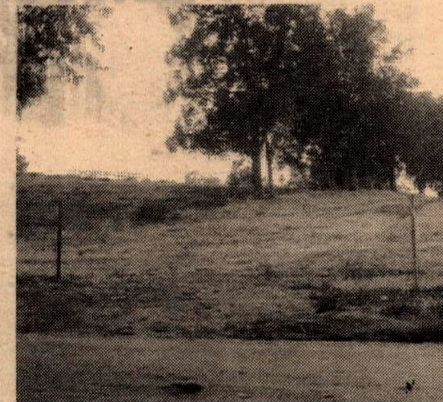
Can you find the neckbreakers in these photos? Always be alert at play — there may be a neckbreaker in your way.



Was the tragic death of Bill Carter in Rialto an isolated incident? Was the neckbreaker which took his life the only one of its kind around? Does the fact that a similar accident occurred on private property in nearby Colton a year ago make San Bernardino county a special hazard to motorcyclists?

No, on every count. We looked around a little and found that neckbreakers are as common as trails to put them across. Most people think of a neckbreaker as being about neck high. The one that killed Bill Carter was about that height and there is no doubt that this particular height is the greatest possible hazard. But we feel that any nearly invisible wire or cable stretched across any area which appears otherwise accessible is a neckbreaker and a potential, needless hazard.

When an area is to be separated from another area the cheapest, simplest means is a wire or cable, chain or mesh strung between two posts. Usually a steel cable is used.



We found them closing "dead-end" alley ways, surrounding parks, separating parking areas, closing roads, paths and fencing private property. We found them strung by city and county agencies and by private citizens. We found them well marked, barely marked and not marked at all.

Some are low, some are high. Some are taut, some are slack. We have no way of knowing how many accidents they have caused. (The one in Rialto had caused a severe but non-fatal accident only one week earlier and had not been removed.) To ride a motorcycle or a horse or to run or walk into one is to have some sort of an accident. Fatal accidents seem to occur only rarely probably because the motorcyclist is used to making the best of an inhospitable environment and is normally alert for hazards.

But, ONE DEATH IS TOO MANY. It is even more tragic because it is needless. The hazards of traffic and the dangers of motorcycle riding on the public streets and highways have been screamed about from Washington D.C. to Honolulu. How concerned state legislatures and private safety agencies have been about the motorcyclist on the road!

How concerned have they been about the unnecessary hazard of a wire across the path??? The traffic hazard is difficult to predict and more difficult to eliminate. The clear and present danger of a wire between two poles is its own mute testimony.

Areas must often be separated, roads and paths must be closed. But they may ALWAYS be closed to something clearly and permanently VISIBLE. Clearly and permanently visible, even obvious at a glance. Is this too much to ask?

QUESTIONS
AND
ANSWERS

WHAT DO YOU NEED TO KNOW
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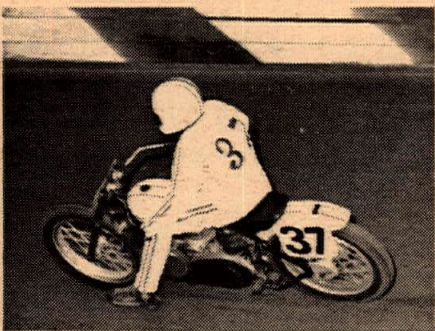
QUESTIONS & ANSWERS

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ASCOT

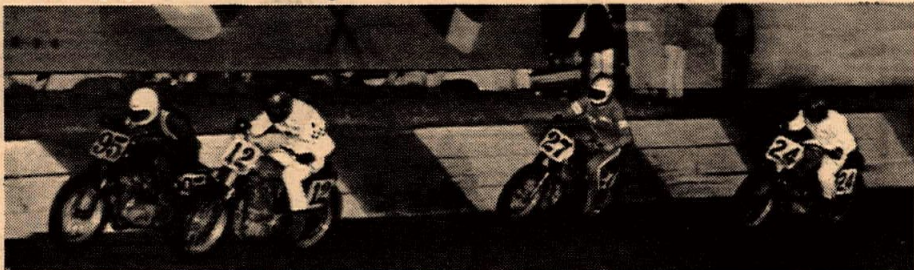
By Carol Sims
Photos by Dennis Greene



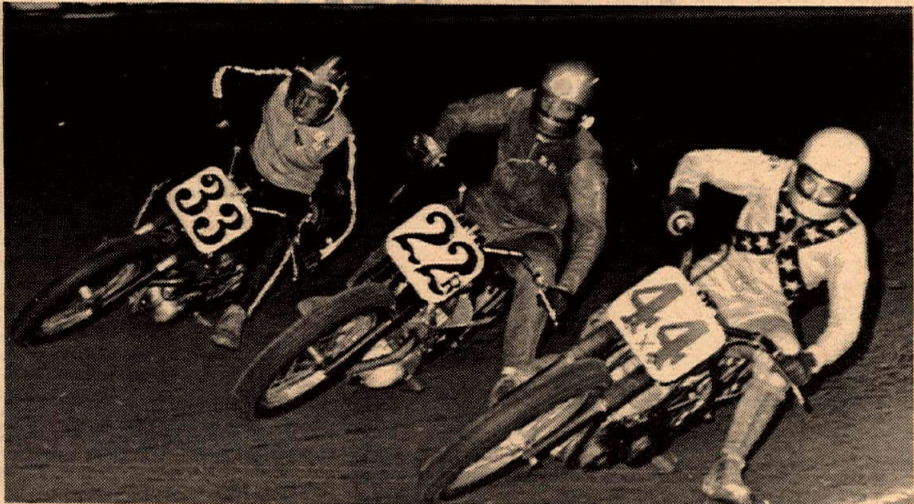
Mighty Mel Lacher did it again!

LACHER BACK IN WINNING GROOVE

GARDENA, Cal., Aug. 16 — After a week's absence from the Ascot Main Event winner's circle, Mel Lacher and his Harley-Davidson roared to yet another flag-to-flag half-mile feature victory, finishing well ahead of last Friday's first-place man DeWayne Keeter (BSA) and Clyde Litch (Triumph). All three had earlier won their heat races.



Down the back straightaway go Expert heat race contenders: winner #95 Clyde Litch, #12x Ron Kruseman, #27 Chuck Jones and #24x Alex Yerkes. Litch is Triumph-mounted, the others are BSA's.



Close cornering during Expert heat between three double-digit numbered riders, #33 Bob Bailey (Triumph), #22r Bruce Holland (Triumph) and #44x DeWayne Keeter (BSA).



First turn of Novice Main and eventual victor #101 Keith Mashburn (Yamaha) is already taking over 2nd from #139 Dave Stroman (H-D). Early leader Terry Donaher has gone by. Others include #226 Tom Sherman (H-D), #162 Randy Smith (Suzuki) and #229 Rudy Galindo (Yamaha).

It was Lacher in front of Keeter for the Trophy Dash, too, and Amateur Alex Chinowski (BSA) again qualified for the Expert 3-lapper, this time taking third with Paul Conserriere (H-D) fourth.

Most persistent Main Event performance was that of BSA-mounted Ralph White, up from the semi. Next to last on lap one, Ralph cranked it on determinedly and thrust his way through the pack to a closing fourth at the finish. Phil Todd and Ron Kruseman, both on Beezers, took the 5-6 spots ahead of Bruce Holland (Triumph) and Conserriere.

Chinowski Charges

Swiftest Amateur of the evening, Alex Chinowski took charge of the yellow-plate final from the first turn on. But his position was challenged all the way by Bill Cody (H-D) and Geezer Emick (BSA), who pressed strongly throughout the 10-lapper.

The closely-knit trio was followed by Steve Pederson (Velo) and the battling duo of Don Harms (H-D) and Ted Yoder (R.E.). Point leader Tommy Rockwood was unable to score any markers this night, as his Triumph expired during a preliminary event.

Mashburn More and More

Lengthening his already impressive point lead in the Novice division, Keith Mashburn corralled first place from early leader Terry Donaher and went on to win the green-plate final by half-a-straightaway over his fellow Yamaha rider.

Donaher, last week's winner, gave it a good try, though, putting about eight lengths between himself and third place Dave Stroman (H-D) at the flag. Fourth



CycleNews weekly "prettiest bike in the parklot" selection was the Honda 305 of Don Schultz, shown with his wife Mishi (who also doubled as Trophy Girl) and Ascot Program Director Don Basile.

went to Yamaha-mounted Rudy Galindo, with Randy Smith (Suzuki) rounding out the top five.

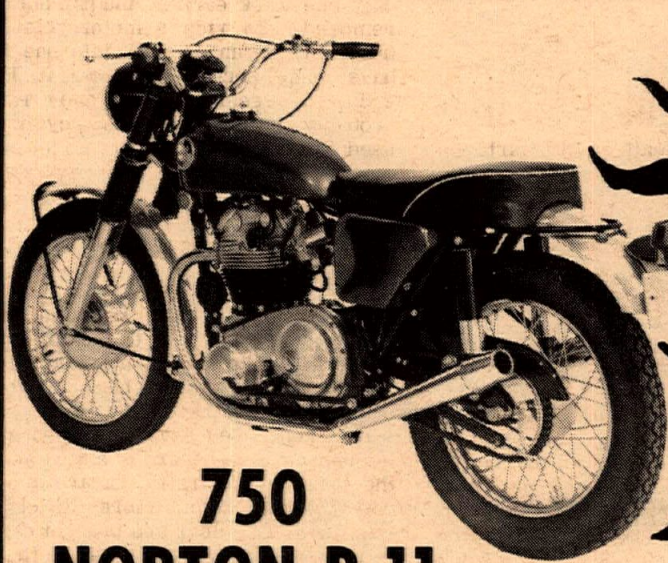
(Results on page 16)



Goin' Geezer Emick (BSA) wheeled to heat race victory, wound up 3rd in Amateur Main won by Alex Chinowski. Don Harms took 2nd.

Norton and DUCATI SWEEP THE WEST

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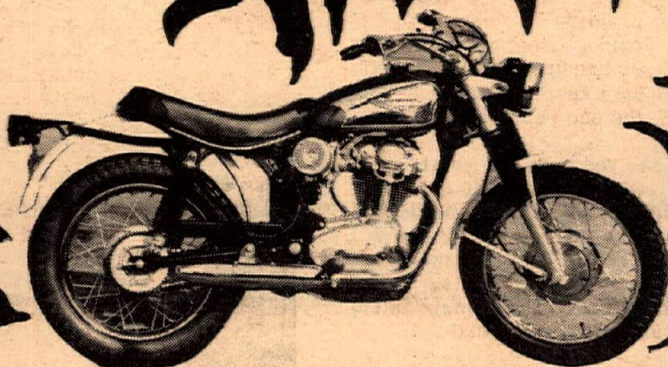
Open Expert Class
Dehesa TT - 8/11/68
Open Class Trophy Dash
Lucky Spokes Scrambles
8/11/68
Open Amateur Class
Sprockets Scrambles 8/2/68
Open Expert Class
European Scrambles
Dist. 37 - 8/18/68

DUCATI 250 WINS
250 Trophy Dash
Lucky Spokes Scrambles - 8/11/68

DUCATI 350 WINS
500cc Trophy Dash
Lucky Spokes Scrambles - 8/11/68

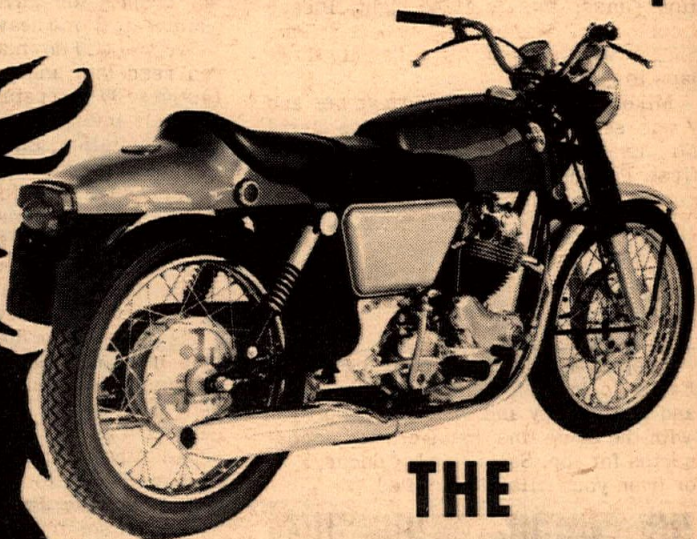
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Sprockets Scrambles - 8/2/68

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DRAG RACING

By Bob Ebeling

Harley-Davidson is the brand name that held a supreme lead in top speeds and elapsed times of this week's racing. At Irwindale Raceway, Joe Smith rode the Laidlaw fuel dragster to the day's best in miles per hour at 148.00, and secured the elapsed time honors in 9.98 seconds.

Closest contender was the Miller and Brackett Harley gasser that showed its best in 11.46 seconds, at 121.00 miles per hour. If you notice a strange increase in Sportster performances with this machine, I'll have to break the reported results routine and deliver an explanation. Miller and Brackett have been together for a rather sustained period of time now, and after a quick evaluation of collected past performances, decided that due to a combination of 55 inches and Miller's gluttonous weight, a change was in need. Everyone noticed Miller's beet-red legs as he wandered the pit area in mini-Bermuda shorts and asked how the burning accident occurred, but answers were brief and garbled. A few cautious proddings and practice of super-sleuth techniques brought out the truth. It seems that taking inches off Miller was less expensive than putting inches on a Harley Sportster.

Sweating It Out

Brackett read in the Harley racing manual that weight could be taken off a

rider in direct proportion to the degree of heat applied to cause sweating and body dehydration. Since the past week's overcast prevented use of nature's own bake oven, the home's own equivalent was chosen as a replacement. Brackett forced Miller to stand in front of the oven's hearth! Now all this was done in haste, and Brackett didn't take the time to consider Miller's height and the lack of total exposure for equal roasting area, and the common need for turning occasionally to avoid over cooking. As a result, Miller has the rather severe look on his lower body (legs) of a bird left in an oven while the husband and wife went shopping in the Harley-Davidson of Long Beach accessory department.

The following morning, Miller was held up on a set of bathroom scales and Brackett dropped the bike rider in disgust, as he saw that there was no change despite his long hours of devotion in suppressing Miller's desire to escape. In last moments of desperation, Brackett purchased a big inch kit for the Sportster, some Johnson's first aid lotion for Miller and promptly applied both in the required manner. On the Sportster a cure was effective; for Miller only time will heal. Brackett had to do this week's riding chores at Irwindale and as "sauce for the Gander", drew a big red light in the race against Joe Smith for Top bike eliminator.

Lions

Joe Smith, unsatisfied with Saturday night's racing, went in search of further competition at Lions Drag Strip and again secured top bike honors with the closest

contender an 11 second gasser. Smith drew a one-round match with George Jonovich and the twin-engine Norton of American Speed Cycle. In this race for top eliminator, Jonovich had a clutch and transmission that wanted to carry rider and engines down the quarter-mile before either were ready. As a result, the Norton scored a red light loss as Smith ran an easy 10.72 elapsed time, at 141.00 miles per hour.

Inches Are Necessary?

Every time I feel inches are so ultimately superior, some little guy like M. Velasco shows up with a thimble of power and turns elapsed times that many big bike owners spend income tax returns to reach.

Mike Velasco is running a 175cc Bridgestone that has zapped the quarter-mile in 13.63 seconds and made big men cry with speeds of 91.64 miles per hour. Only three bikes of all the stock or modified machines that won classes were quicker than Velasco, and the quickest less than a full second shorter for the quarter mile.

Top Gas

Chambers hauled his 74-inch Harley-Davidson from Montclair, Calif. to Lions Drag Strip and with little trouble put down the weekly contender, Clarence Bailey. Chambers' special low profile, home-brew square tubing frame mounted Harley-Davidson ran a victorious sprint in 11.76 seconds at 116.12 miles per hour.

Bonneville

As you read these pages of Cycle News, I will be accompanied by my chap stick, suntan lotion and credit card, to Wendover, Utah where the great coupling of emotions, and mechanical abilities lead to the world's fastest speeds over a measured course. The full story of a week's hard living and ultimate speed will be on these pages in coming issues. (Results on page 16)

Scott and Keeter duel for Trojan Speedway Honors

By Mike Capalite

SOUTH GATE, Cal., Aug. 18— The speedway fans in attendance Sunday night at Trojan Raceway were treated to some of the finest competition of this type to be seen since the revival of Class A racing.



Slidin' Steve Scott won Trophy Dash.



Fourth in "A" Main went to Bruce Haserot.

The corners had been cut down so there was not so much bank to them which allowed the riders to power slide around the outside with full control. DeWayne Keeter (JAP) had qualified the fastest with a time of 13.16 while Steve Scott (JAP) was sixth fastest with 13.51. These times were deceiving because as the races progressed, it was apparent that Steve Scott was getting the feel of the track; in fact in his first heat race, he really found out what the track felt like as he spilled in the corner and had to settle for a fourth place. But he came back in his next three heats to win all of them, one of them being fast enough to put him as first man in the Trophy Dash alongside Chuck Jones (JAP), Paul Conserriere (Jawa), and DeWayne Keeter (JAP). In his fifth heat, Scott had engine problems so he had to drop out, but proved that he is going to be a man to beat in the future at Trojan Raceway.

Schultz Has Problems

The hard luck award for the evening has to go to Elliott Schultz (JAP) who had more than his share of problems. Lady Luck would let him get out in front with his spectacular riding style, and then lower the boom on him in the form of a rear chain, or the engine going sour; it definitely was not Elliott's night. In his first heat, he looped it on the start, then in the C Main, he did a wheelie off the line and was moving up when the gremlins got into his engine and he had to retire.

The most promising rider award goes to first alternate Randy Ellis (JAP) who made a very good showing in the two regular heat races in which he filled in for riders who were unable to make it to the line, finishing with a second and a third. He also filled in for Gordon Williams (JAP) in the Consolation, and proceeded to win it.

In the 20 qualifying heats, each rider rides five times and his position in the Mains is determined by his total points which are earned by the finishing position as: 1st-3; 2nd-2; 3rd-1 and 4th-0. The Trophy Dash is decided by the four fastest race times. The riders were running for a straight 40% of the gate, but Trojan Raceway contributed \$200.00 more to the prize money with some of it designated as a consolation for non-Main Event riders so that everybody who made the program took home some money, which pleased the riders.

As the Trophy Dash lined up, the excitement could be felt in the stands as here were the top riders in anybody's league and the crowd knew it was going to be a good one. With Scott on the outside with the fastest time, it was a matter of getting off the line which Steve doesn't worry about too much, 'cause if he is last man off the line all he has to do is pass the men in front of him, and he makes it look that easy as he has the ability to pass on the inside or the outside, whichever happens to be the best way. It was a Scott and Keeter battle for the first few laps, then Steve seemed to get the power to the ground a little better coming out of the corner than DeWayne could and pulled away for the win. Paul Conserriere kept ahead of Chuck Jones for the third and fourth slots.

Dan Gurney On Hand

The trophy was presented to Steve by the internationally famous race car driver and builder Dan Gurney, who is being lured as a spectator for the speedway races by the thrills and excitement that is provided.

The Consolation was more like a Main event as Randy Ellis (JAP) got a good shot out of the hole, and was able to keep ahead of Ralph White (JAP) for the full race with Al Holley (JAP) third and Jim Ashworth (Jawa) fourth.

The C Main was another pitfall for Elliott Schultz and he had to retire before the finish of the race, but Swede Savage and Rick Woods, both riding Jerry Fairchild JAP's, battled tooth and nail for the lead with Swede keeping just ahead of Rick until the last corner of the last lap when Rick put on one last effort and was able to pull abreast of Savage, but was not able to stay there for the checkered flag as Swede got him at the line. Third place was taken by Keith Kruser (JAP).

The B Main was one of those type of races that through either luck or fate pits riders of equal skill and riding ability together and provides such a good competitive race that it seems to make the A Main rather anti-climatic. Steve Scott (JAP), John Carter (Jawa), John Hateley (JAP) and Bruce Haserot (Jawa) put on such a display of riding and passing and sliding that not a spectator was sitting down in the stands and practically all were cheering as Scott and Carter fought for the lead with Hateley and Haserot right in their hip pockets. Scott by this time had the track pretty well down pat, and it was evident that he was getting around the corners smoother and faster as he pulled away for the win, but it was no easy win as one little bobble could have lost it as close as Carter was for second place with Hateley and Haserot that close in third and fourth.

Keeter Wins Cliff-Hanger

When I say that the A Main was anti-climatic, I don't mean to detract from the abilities of the riders, I am only referring to the cliff-hanging suspense of who is going to win in this type of race where a blanket off a twin bed could cover all four riders at one time. Indeed, DeWayne Keeter (JAP) did a terrific handling job to take the win as he was getting through the corners smoothly and was getting beautiful drives coming out to stay ahead of second place man Sonny Nutter (JAP) who had pulled away from Chuck Jones to take second. Paul Conserriere (Jawa) was having a little trouble finding the quick way around as he was trying to move up on Jones who was on Herb Evan's JAP and who looked determined not to give up third place, so Paul had to settle for fourth, but like they all say, "wait till next week," and as the crowd says, they can hardly wait till next week, too.

(Results on page 16)

Photos by Dennis Greene

1st ANNUAL COACHELLA VALLEY M.C. EUROPEAN SCRAMBLES

Story and Photos by Dick Wright

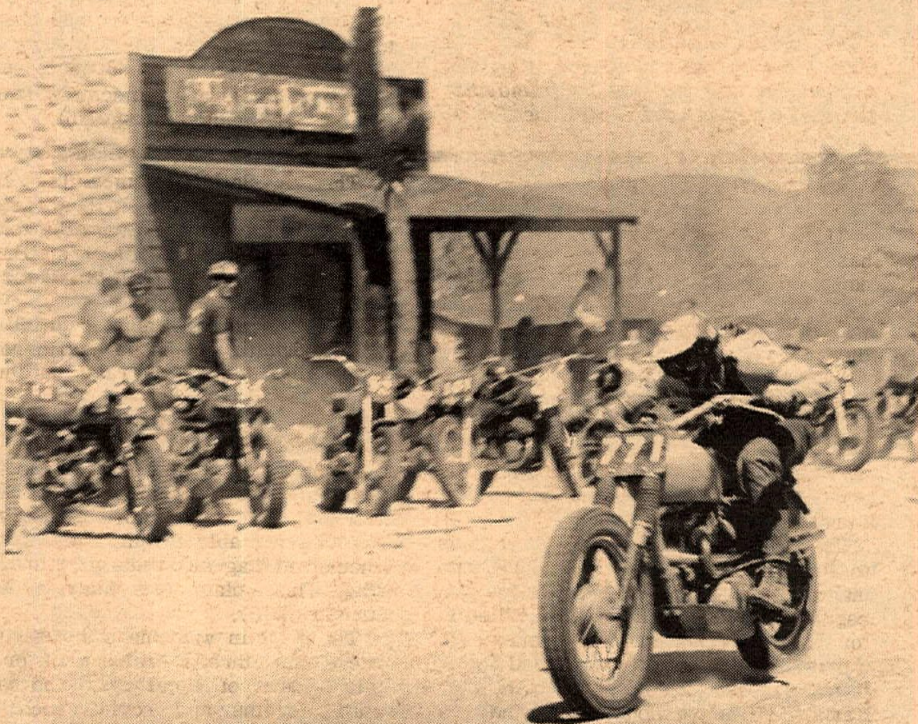
PIONEER TOWN, Cal. Aug. 18 — The Coachella Valley M.C. showed real class in staging their European Scrambles on the main street of this small desert pioneer town; it was a perfect setting of old-fashioned frame buildings on a main dirt street.

At three o'clock there was a real duel in front of the Red Dog Saloon between Larry Bergquist, Bultaco-mounted #4, and J.N. Roberts, #2 on a Husky, with Roberts coming out on top after the dust cleared.

The Trail Novices were up first at eight o'clock, which was pretty early for those riders who helped close the Red Dog Saloon the night before. It was a Le Mans start on the main street of town, and the course went a third of a mile on the dirt, then turned right to a little drop-off onto a half-mile fire road.

Right again onto a short dirt trail, and then a left, brought us down a steep, sandy, sixty-foot-long hill — so steep that you couldn't see the bottom of the hill from the top, but ending in a deep sandwash which slowed the riders down. The first time down was a breath-stopper; after that you just put it in second gear, kept the bike straight, and coasted down.

The course stayed in the sandwash for two miles, then made a sharp right through the boondocks, onto a two-rut jeep trail for a mile. A left turn led it down a fire road to a mudhole near town. Through the mudhole, then a right on a quarter-mile, flattrack-type turn, and you had made it back onto the main street. Four-and-a-half miles of real fun riding!



Right down Main Street roared the machines for a third-mile, then they turned onto a little dropoff that led to a half-mile fire road. This rider is passing in front of the old-time gun shop.

The banner dropped for the Novice trail bikes, and all 80 of them took off through town; Groff Crowther, #244 on a Zundapp with a hot Sperex-coated piston (tuned by Tom Hoyle), was running tenth on the first lap, but got down to the business at hand and passed them all, taking the lead and the win for a good day's work. Larry Cook, #488 on a Yamaha, was second, and Don Morgan, #523, was third.

The combined Amateur and Expert trail bikes were up next, and the 70 of them got away in a clean start, with Jim Jacklett, #11 on a Van Tech Hodaka, taking the lead. His glory was short-lived, as he seized the piston in the sandwash, and Wes Anderson Jr., #4 on a Steen Special Hodaka, took over the lead and held it for two laps until his piston got too hot. Jack Morgan, #1, also riding an Hodaka, took command at that point, with Bob Belt, #171, running second on a Steen Special. Jeff Wright, #76 on an Eddie Crowell-tuned Hodaka, was holding third and leading the Amateurs, with Dick Wright, #9, right behind him.

On the fifth lap, Terry Clark, #395, who had been moving consistently through the pack, passed Jeff Wright to take over third spot and first Amateur. On the following lap, Anderson, who had changed plugs and started again, moved back into fourth, placing Wright in fifth position. On the sixth lap, Tom Hoyle, #31, moved in to take fifth spot.

After nine laps, Morgan pulled in to take the win, with Belt in second, Terry Clark in third for First Amateur, and Wes Anderson in fourth. Tom Hoyle was fifth, and Jeff Wright took sixth and sec-



With picturesque Pioneer Town main street for a background, riders run to their bikes for Le Mans start of Open Amateur event.

ond Amateur. Jim Sumners, #578, landed seventh, and was the third Amateur in.

Slam-Bang 250 Novices

A large group of the 250 Novices went off next. At the steep hill the first ten got down real quick, but after that, all hell broke loose! There were riders falling all over that hill, some going end over end, but all of them got up and were able to restart and take off again. Larry Pfutzenreuter, Bultaco-mounted #807x, showed real class and took the win, with Fred Soteros, #320x, also on a Bultaco, in second. Bill Bragdon, #267mx, ran third.

The 250 Amateur go was a wire-to-wire runaway for young Tom Poteet, #45x, really making it on a red Bultaco.



ABOVE: Much crashing took place on steep hill, but most got up and rode off, as did this 250cc Yamaha Novice.

RIGHT: #23 Gene Dempsey leads #22 Doyle Fields as #2 J.N. Roberts prepares to make his move.

on the re-start, and never had a chance. Jack Lund, #239 on a Triumph, took the lead this time and held it to the fourth lap, when "Whitey," #158 on a hot Maico, took over first spot and carried it to the finish. He also belongs to the San Bernardino M.C., so their day was not lost. Jack Lund came in for second; and the hot Husky of Bob Ewing Jr., #880, swung in for third, after giving the spectators some of the most beautiful feet-up slides seen on the turns in town. Chuck Randman, #893, took fourth on a Triumph.

The big bike Amateurs were up next. Rick Hall, #80 on a very fast 337cc Honda, grabbed the lead and built it up in a display of fast slides and flat-out power on the straightaways. He blasted in for the win with a minute's lead over Sam Gardener, #40 on a Triumph, who was also moving real strong. Jim Beres, #854 astride a Bultaco, placed third, and Doug Douglas, #421 was looking good (especially through the mudhole), to pull in for a solid fourth on his Ducati. Rodger Sides, #52 on a Triumph, took fifth.

Anybody's Race

The race we were all waiting for was up next: The combined 500 and Open Expert go, and a chance to see all the top desert riders having at it to see who would be the top man.

At the start, Bergquist, #4 (on a 360 Bultaco this time), gave out with one of his specialties and took the lead in the first turn, but on the first lap through town, Mike Patrick, #7 on the Norton Twin, was out in front. Bergquist was then running a close second, and J.N. Roberts, #2 on a 360 Husky, was only five seconds behind in third and really making up time.

It was anyone's race with these three top riders doing what they do best. In a spectacular show of fast riding, Roberts took the lead on lap four and went on to take the win. Bergquist got the second spot, and Patrick was third. Jim Martino, #5 on a Husky, moved up through the mob to take fourth, and young Al Baker, #13 on a Triumph, was fifth.

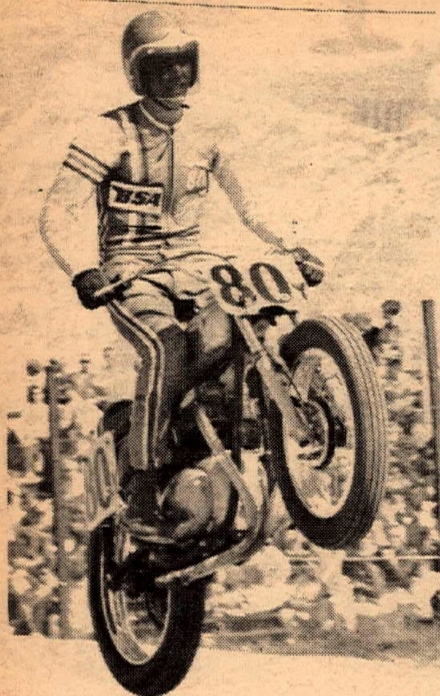


Winner J.N. Roberts wheeled through mudhole and for the next 50 feet, then set it down into a spectacular power slide and shot straight through town.

The large group of over three hundred riders and the many spectators that were on hand were really treated to the best desert racing to be had in many moons. After the event there was a buffet supper, followed by the trophy presentations (just to show how much time, effort, and planning was put into this race meet by the Coachella Valley M.C.). The townspeople were very gracious hosts, and here's hoping that this will become an annual event.

(Results on page 16)

LINCOLN TT — Continued from page 1

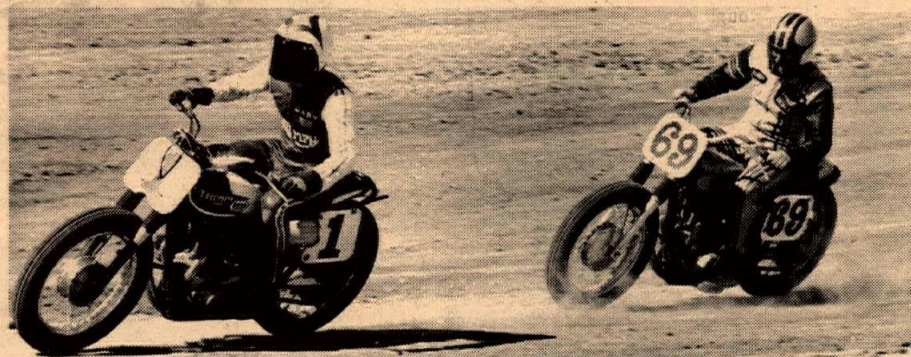


Jumping Jim Rice (80y) left no doubts as to his supremacy in the talent-loaded Amateur events. In addition to winning the feature by a healthy margin, he also had fastest qualifying time of the day and swept to swiftest heat race win as well.



ABOVE: Fred Nix (95) took 8th in final, Dallas Baker (58x) and Dick Mann (2) dropped out, Eddie Mulder (12) failed to transfer.

BELOW: #1 Bart Markel's National hopes dimmed when he fell off in his heat race. Sonny Burres (69) didn't make the Main.



As riders dropped out the two point leaders moved up the ladder and it was a 4-5 finish for the two that will battle it out for the National point title this year.

Bart Markel fell off in the heat race and it appears that he has now cancelled himself out of the point duel. Dan Haaby and Mert Lawwill failed to transfer out of the semi as did Eddie Mulder, who was caught flag-jumping by the starter and put back on the penalty line. Mulder pulled off the track before the Semi was concluded.

Roger Reiman and Jim Corpe also failed to transfer out of the talent-loaded semi which looked more like a National final than the last-chance-to-transfer race that has been placed into effect this year at all dirt track nationals.

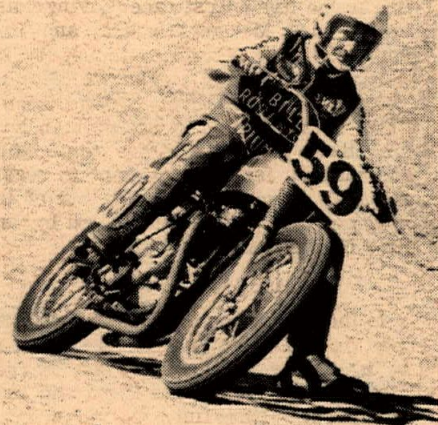


25-Lap National TT Champion Gene Romero worked hard for his win, was pressed by Dusty Coppage all the way after taking over the lead.

Rice Takes Third Win

Amateur Jim Rice made it three in a row in National TT racing and was a run-and-hide winner in the final. Jim also captured fast time honors and took the fastest heat race win. It was by far his easiest win of the year. Last month he won at Castle Rock and Ascot.

Jim Peterson, the rider who finished second to Rice at the Ascot National, was an early second but gave way to Bruce Anderson and later to Mark Brelsford. Brelsford rode most of the race on only one cylinder.



Skip Van Leeuwen (59) lost his first TT National of the year, but finished third ahead of Gary Nixon to make it Triumphs 1-2-3-4 at the final flag.

The four California Amateurs, like the three California Experts, were way out in front at the finish. The only salvation for the Eastern riders came the night before when Nixon won the short track over a field of unknown Novice riders and a few name Experts on borrowed machines. Amateur Mark Brelsford was the fastest qualifier but blew the Jimmy Odom-sponsored machine on the starting line for the heat race.

The Lincoln oval is one of the most high banked tracks in the Midwest and Nixon and the boys put on an excellent show under the lights. The promoters, Jim Adams and Jerry Biskup, were both well satisfied with their first time effort and the crowd voiced a loud approval for another try at National TT racing next year.

(Results on page 16)

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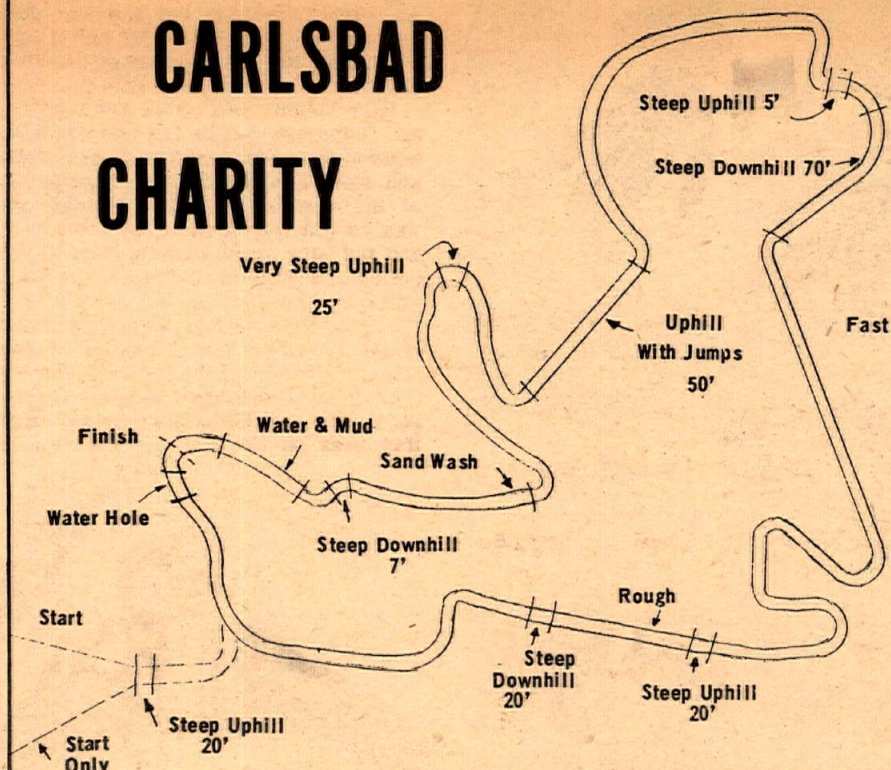
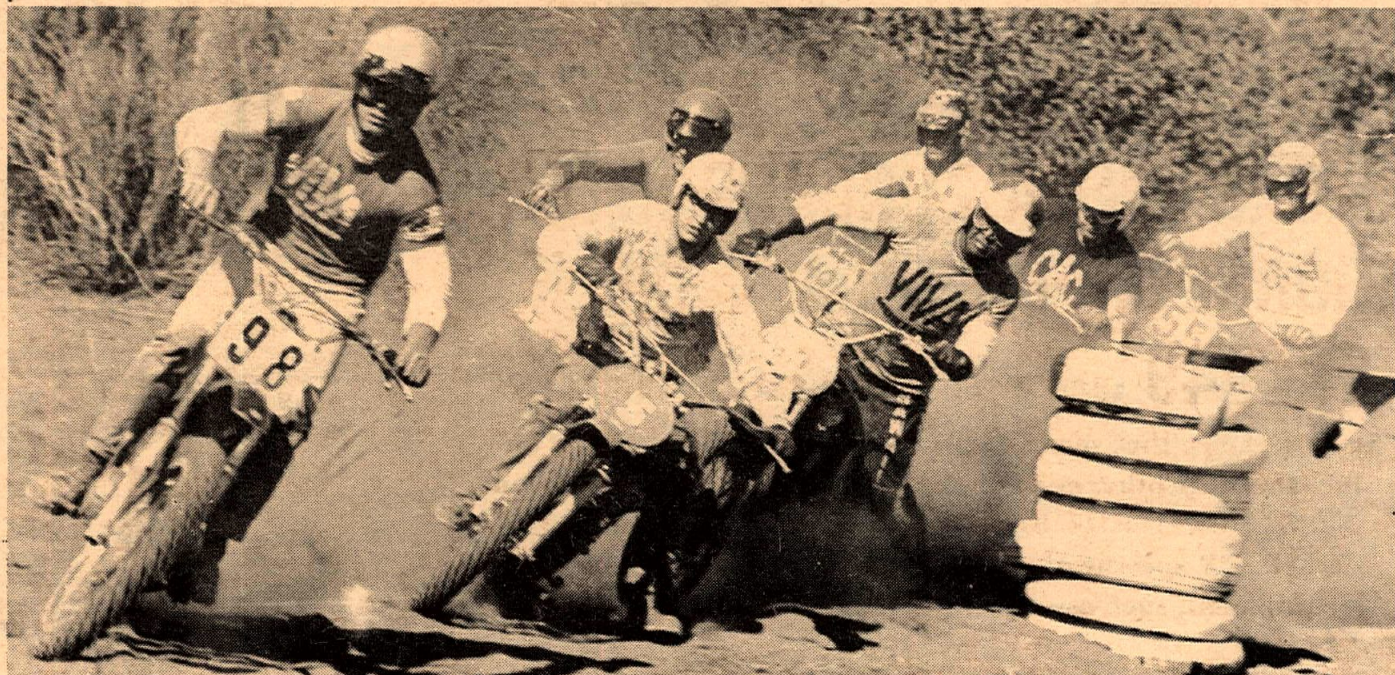


Illustration by Bob Thure



100cc Junior Bruce Baron went out with a broken fork crown.



500cc Experts around first corner: #98 Ron Nelson (Montesa), #5 Russ Darnell (Husqvarna), #154 John DeSoto (Montesa), #15 Lars Larsson (Maico) and #34 Walt Axthelm (Maico).

Story by John Shedd

Photos by Bill Pettigrew and John Shedd
CARLSBAD, Cal., Aug. 11 — The California Moto-Cross Club's first event for August, was held for charity. The proceeds went to the Carlsbad Boys Club, who in turn came out and helped flag while enjoying the day's races.

Penton-mounted, Gary Bailey led the pack of 125cc Experts away from the line in the day's first race. Giving chase were Frank Morgan (Hodaka) and Tom Rapp (Hodaka). Guazzoni-mounted Tim Hart moved up and picked off Rapp and Morgan to take over second behind Bailey. Bailey took a spill which cost him three positions before remounting and made a fantastic attempt to regain the lead from Hart coming out of the mudhole, but was unable to get by, and Hart took the checkered flag.

Bailey Takes Over

In the second moto, E. Barker took the lead on a Penton with Bailey moving up to take over on the third lap. Morgan moved up to third, but Rapp and Hart both passed him to finish second and third behind the Penton Pusher, Bailey. Bailey had the third moto sewed up from start to finish. Hart went out with mechanical woes, while running second, and Rapp moved up to finish behind Bailey. The point tally gave the win to Bailey with Rapp second and Hart third.

The 250cc Juniors ran two separate divisions. Greeves-mounted, J. Wilson won all three motos of the first division to take the win. Yamaha rider R. Ban was second and D. Keefe finished third on a Husky.

The second 250cc division of Juniors looked like a carbon copy of the first with G. Smith walking away with all three motos. M. Pera, CZ-mounted, finished second and Yamaha-mounted Bob Maynard, third.

D. Eckhardt was back again to chalk up two wins in a row on his Matchless, much to the delight of the thumper fans. B. Campell was second in the 500cc Junior class on a Triumph, and F. Russo was third on a Husky.

Prize money was limited because it was a charity event, so the 250 and 500cc Expert classes ran as one, with money being paid back nine places.

Ron Nelson (Montesa) took the lead from the flag with Lars Larsson (Maico), John DeSoto (Montesa 250cc), Russ Darnell (Husky 250cc) and Gary Bailey (Greeves) in torrid pursuit. Larsson took over the lead from Nelson, and Bailey moved up to third. Nelson pushed just a little too hard, which cost him many positions, and Bailey moved into the #2 slot. Darnell moved up to third, Steve Hurd (Kawasaki 250cc) to fourth and Preston Petty (Suzuki 250cc) to fifth. Hurd dropped way back and Preston moved up to finish fourth.

Larsson Grabs Loot

On the second leg, Nelson again took the lead, and Larsson again took it away from him. John Maynard was running third on a 250cc Bultaco with Darnell a close fourth. Bailey moved up to take over third from Maynard with Darnell, Lon Peterson (250cc CZ) and Hurd



Gary Bailey (Penton) coming out of the mudhole.

following him by. Nelson grabbed the lead in the final leg, and Larsson immediately took over by passing him in the narrow mudhole. DeSoto was running a close third with Darnell and Bailey following.

Nelson hurt his foot and had to drop out and Darnell moved up into the second position with Bailey third and Maico-mounted Walt Axthelm, fourth. Winning all three legs, Larsson took the biggest share of the loot. Bailey earned second place laurels followed by Darnell, who was the first 250cc finisher, Axthelm and Nelson.



Over the back course jump goes Suzuki-mounted #11 Preston Petty.

It was a good meet, and the Boys Club took home a sizeable chunk of dough. Preston Petty was gossip subject of the day. He flew to the event in his new plane and landed on the Carlsbad dragstrip, only a few feet away from the pits. Is there any other moto-cross course that can boast a landing field? What Carlsbad ain't got, moto-cross riders don't need. The CMC says come on out for their next moto-cross on August 25, bring a couple of friends, and have a blast.

(Results on page 16)



Lars Larsson and his 360cc Maico winning the 500cc Expert event.

WILLIAMS WINS SIDEWINDERS SORTIE

By J.K. Lacey

Photos by Don Abrahamson & Frank Clay
PORTLAND, Ore., Aug. 2 - On this particular cool evening one couldn't have found a better show anywhere for the price of two small skins than the one being put on by the twist and turn group at the Sidewinders hillside TT course in Portland. Just as the poster says, thrills, chills were supplied aplenty.

Local Novice terror Jack Mott put spurs to his BSA to win the Novice Trophy Dash but Al Brackenbury was always there to take over should Mott slip, until Al over-did himself and crashed. In the Main Brackenbury passed Mott after sorting him out for a lap or so (this is the first time this youngster Mott has been passed here this year!) then began to stretch it out somewhat and Mott fell further behind when he almost slid down.

Now in fourth and seemingly out of contention here came little Jackie, all stops pulled, picking off one rider after the other, and with the crowd on their feet he went wide off the hill for a better drive and got under the Honda as the yellow flag came out. From there it was an easy one lap to the checker, Mott picking up his third Main Event win here, Brackenbury in for second, and way back it was Mike Downing third.

The Amateurs had their fun too. Ike Reed (Triumph) fell during practice but, undisturbed, won his heat as did the year-long Amateur point leader Dave Sheffel, also Triumph. Dash time and Reed chased Sheffel to the flag, his second Dash win of the year, while Lance Margeson, the Portland school teacher, watched from arrears. Reed turned the tables in the Main, however, when the big dollars were at stake and led Sheffel home by a wide margin while Dave in turn did the same to BSA-mounted Kent Hansen.



Again as the season moved on we see Hansen in the win spot more often.

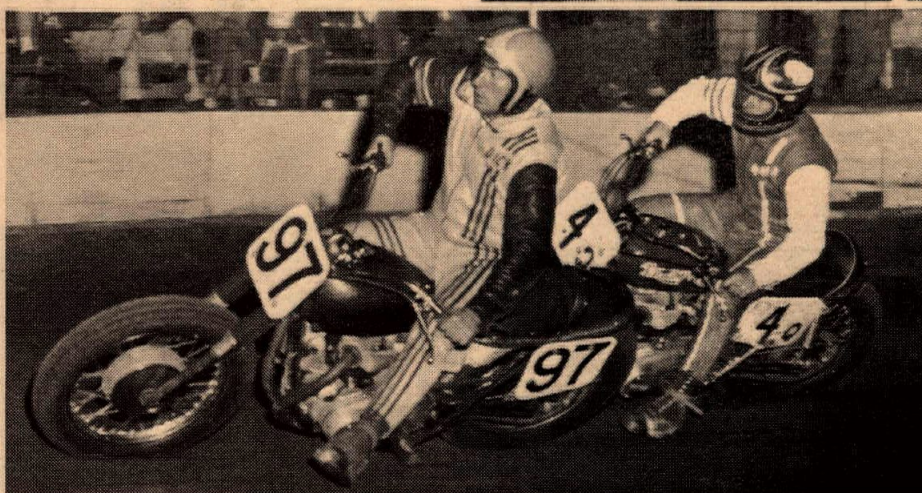
Williams Wails

Expert Mark Williams won his fourth Trophy Dash and his third Main Event here amid such stomping, screaming, and carrying-on as you never saw. Triumph-mounted Dick Jagow, National Number 97, had a two-week win streak going and it looked like he was going to succeed in making it three, as out of the hole he shot and blasted into the lead. Two laps later Williams (Triumph) sprung loose and gave it his all to catch the "Iron Man" Jagow and soon they were touring the track as one. The pressure was on and Williams forged beside Jagow almost at will but out in the loose stuff he didn't get the traction and time and again that spinning rear wheel let Jagow pull ahead again.

Back fighting for third and locked in deadly battle were Ray Carroll (Triumph), T.L. Hogland (Norton) and Gary Davis (Triumph), with Davis nailing one and then the other. Their race was good, but the fans were watching the money race, that chase-and-be-chased-for first. Lap after lap Williams dogged Jagow trying inside then out, always wide off the down-hill so that he might cut the corner closer with a better drive and get under the leader as Mott had done earlier. But Dick was having none of that and always steered out of the tricky bottom corner and across the finish line just yards away, as the laps wore on.

The yellow flag waved and one lap to go, Williams right on Jagow's rear wheel. Down the hill they charged to that last bottom corner and what? Jagow slid wide; he was going too fast, almost losing it! As every lap before Williams was right there on the inside, this time with the better drive and he wheeled across the line for his fiercely fought-for win. The terrific pressure he'd put on paid off. Williams won it, or Jagow lost it. Makes no difference. It's races like that that will bring every one of the witnessing fans right back again the next Friday night.

(Results on page 16)



ABOVE: There's nothing like a winning smile, and first-year Expert Mark Williams (4q) really has it - with good reason, too. He won Sidewinders Trophy Dash and Main Event.
BELOW: Nat'l No. 97 Dick Jagow tries to hold off a determined Mark Williams, but #4q pulled a last-lap spectacular and won the feature. Both rode Triumphs.

ORANGE CO. SHORT TRACK & TT TO ALDANA, ELLIS

ORANGE CO., Cal., Aug. 7 - Wednesday night saw another big night for the flat-trackers and TT fans. It might better have been called Dave Aldana night, since Dave really gave the other boys a rough way to go. Qualifying first in his heat race and moving automatically into the Trophy and Main Events, Dave was able to capture both the 100cc Trophy Dash and the 250cc trophy as well as winning the 100cc Main and the 250 flattrack Main Events.

Dashing Dave

The only fellow who gave Dave a hard time in the 250cc flattrack event was Randy Ellis, Bultaco-mounted. Randy was able to get by Aldana on the fifth lap

of the 15-lap Main Event, but on the west corner, coming out, Ellis blew a rear tire and fell. From then on, Dave was not contested in the 250cc Main Event. Finishing second was Carroll Skov.

In the 100cc Main Event, Dave's only competition was last year's number two contender, Russ Robinson. Russ hasn't been riding much this year and was not able to contend with Dave's speed.

The TT events saw a different story unfold - at least in the Trophy Dash. Russ Robinson captured the 100cc Dash when Dave went too wide on turn #2 and let the pack of riders get by him. He was never able to recapture his lead. In the Main Event, however, Russ had some engine trouble and Dave was able to hold his lead even though Jimmy Raymond was in hot pursuit. In the 250cc TT Trophy Dash, Randy Ellis (Bultaco) had an easy win. He also qualified for the pole position in the 250cc TT Main. Next to Randy was Eddie Walker. Eddie got off to a fast start and pulled out in front with Dan Jones, running in second place.

Ellis Solves Problem

Going into turn #1, Randy's Bultaco fouled and he was forced to stop and clear it out. By this time, the entire field had passed him and had entered turn #2. Ellis got his machine cleared out and started picking off one rider after another. In the eighth lap of the ten-lap final, Randy was able to get by Eddie Walker going over the jump and pulled off into the lead, winning the Main. Second place went to Dan Jones, followed by Carroll Hieland.

With a few little problems still to be ironed out on the TT course, the Orange County motorcycle fans look forward to TT and flattrack racing next Wednesday night.

(Results on page 16)

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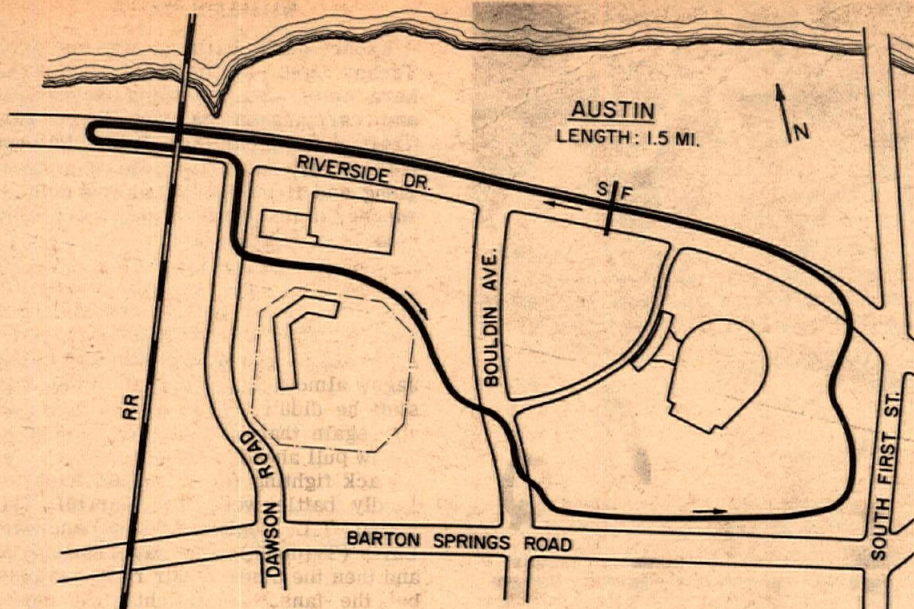
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AUSTIN AQUA FESTIVAL ROAD RACES

CYCLE NEWS September 12, 1968 Page 11



Story and Photos by John Blanton

AUSTIN, Tex., Aug. 4 — The dearth of motorcycle races in Austin was certainly ended this year with the staging of two events at Austin Raceway Park north of town, but the climax came with the first running of the Austin Aqua Festival Motorcycle Road Races in the city streets of the State Capitol.

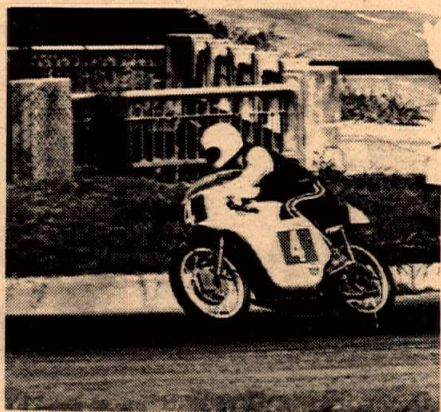
The meet was held in conjunction with what is probably one of the most unique sports car races in this country, the Aqua Festival Sports Car Races, which were run for their first three years on streets adjacent to the Austin municipal centers and were returned to the course this year after two years of poor showings at Austin Raceway Park.

The Kapitoll Katz M.C. of Austin, the local AMA-affiliate, had been invited in the past to participate, but racing enthusiasm did not reach a successful peak until this season. As it was, the fine offer made to the club was an organizer's dream: No expenses for the club — all expenses were absorbed by the Austin Chamber of Commerce through the Aqua Festival Committee. Scoring and track marshalling were handled by the sports car club. No admission charge to riders and mechanics, and no entry fee!

Even so, there was some rough going to be had before the races could be held. At first the AMA declined to issue a sanction for the event, because the Texas Travelers M.C. of San Antonio held a sanction for a scrambles race on that day, but in a fine display of sportsmanship and accommodation long associated with clubs in this region the Texas Travelers released the date on behalf of the Austin riders.

Hairy Ride For Black

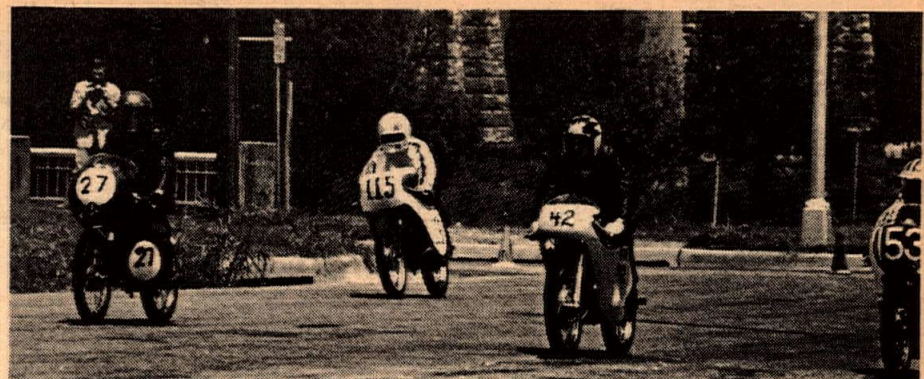
The local Yamaha dealership had recently acquired a secondhand TD10B, and owner Jack O'Leary invited his old friend Byron Black, now residing in Fresno, Calif. and racing the Western circuits, to come back to Austin to ride it. Byron had not raced on Austin streets since 1966 when he owned an S-90 Honda



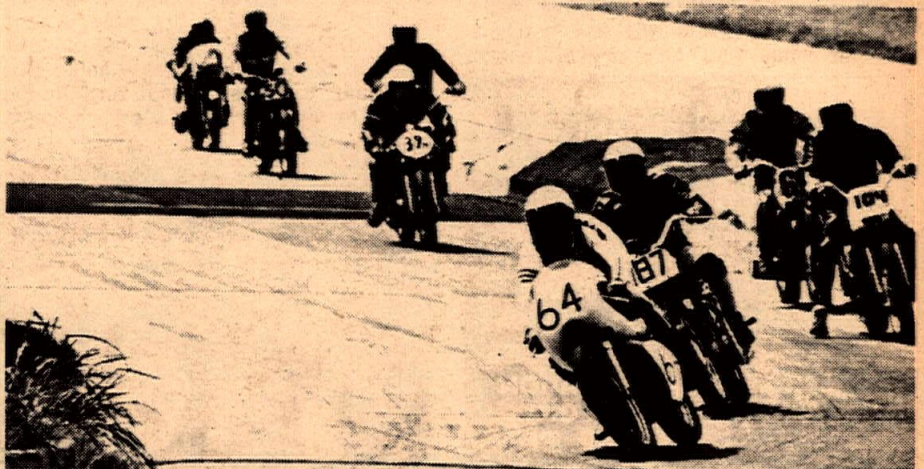
Winner of the Lower Division race through the streets of Austin, Texas, 250 Yamaha-mounted Mike Cone.

and hot-rodded it about, dropping it in numerous oil spots and occasionally extricating it from beneath a parked vehicle. Apparently he had yet another lesson to learn, for during practice, after posting the third fastest lap of the day, he unloaded heavily when he applied the brakes too hard at the Riverside Drive hairpin. He went down at well over 100 mph just before the 500-foot marker, and the bike slid past the hairpin and into the sand wedge used to keep run-away sports cars from mixing with the Sunday traffic on Lamar Blvd. beyond. Byron, himself, rolled to a stop just short of the 100-foot point and rode the Yamaha back to the pits, both of them little the worse for wear.

In the first race, for motorcycles not exceeding 250cc, Mike Cone (250 Yamaha) came around first, followed by Joe Wilson (250 Kawasaki), Lloyd Redman (250 Kawasaki), Byron Black and Johnny Bryant (175 Honda). The O'Leary Yamaha crew was still experimenting with the "B", and a last-minute carburetor adjustment had left the Black mount a trifle rich, and as a consequence Byron spent most of the race dicing with little Johnny Bryant's Honda, but on the 14th lap he managed to wedge himself between Redman and Wilson, who at the time were in second and third places, respectively, behind Mike Cone.



On Dawson Road, Lower Division riders #27 Casey Jones (125 Yamaha), #115 Johnny Cone (100 Yamaha), #42 Dave Carpenter (175 Honda) and #123 Clovis Brown (250 Yamaha).



First lap of Upper Division race and the pack starts into right-hander. #64 Rusty Bradley (Triumph) leads #87 Larry Beall (Triumph), #104 Ray Smith (H-D), Virgil Davenport (Triumph) and Joe Wilson (Norton).

Johnny Bryant's fine tour came to an end during lap 13 as his chain parted, and he retired into third place in the 200cc class behind second place Jerry Ludwig (175 Honda) and first place David Watkins (175 Bultaco), both of whom completed 15 laps of the 16-lap event. This was Dave's first win of the season, and it climaxed a frustrating string of close finishes. Congratulations are also in order for Jerry Ludwig on his second-ever road race — on a stock bike no less.

Early in the race little Johnny Cone (100cc Yamaha) crashed coming onto Dawson Road, and the remaining 100cc entries finished Casey Jones (125 Yamaha), Dennis James (125 H-D) and David Kehl (120 Suzuki).

Rusty Out-runs 'Em

It was surprising that in the second race, for bikes over 250cc, Ray Smith (883cc H-D) out-gunned Rusty Bradley's 650cc Triumph down the long Riverside Drive straight on the first lap, for the Pete Dalio-sponsored entry is reputed to be the fastest piece of machinery on the road circuits in Texas (word is that a Dalio cubic centimeter is larger than most others). Nevertheless, by the time the herd came back around the hairpin to Dawson Road it was Bradley in number one for, as it seems, all eternity. Hard-charging Larry Beall (650 Triumph) tried

vainly for the next twenty minutes to close the breach, throwing the big bike from curb to curb in a search for more traction and lapping everyone else but Ray Smith (883 H-D) in the process. Behind Smith came local rider Roger Meredith on a clean-running 450 Honda in first place in the 500cc class. Roger was the only entry in that class, but he was still trying hard enough to beat Virgil Davenport (650 Triumph) and Joe Wilson (650 Norton). Next came Gardner (305 Honda), one lap down on the leaders, the only 350cc entry and the last bike running at the finish. The leaders completed 18 laps in the 20-minute race.

This first running had been a test for motorcycle participation in the annual Aqua Festival races, and it was a clear success. The riders like it, the organizers liked it and, most important of all, the crowds like it, so it seems that the motorcycle races will become a yearly feature in Austin's Aqua Festival pageant. It is planned that next year the races will be featured on ABC's Wide World of Sports, a notice not often given to the more humdrum activities, so if you are itching for some out-of-the-ordinary racing and would not mind having one of the hefty, pewter beer mugs given for trophies, then we will see you at the Aqua Festival races next summer.

(Results on page 16)

EXHAUST NOTES

By Bill Pettigrew

Bart Markel and his super-fast Harley Davidson managed to pull off the Peoria, Illinois National TT last weekend Aug. 18 to make this his 24th National win and his 4th this year. Bart led BSA enthusiast Dick Mann who finished second and third place man Sonny Burres (Tri). Complete story, photos, and results will appear in next week's paper.

As far as the continent is concerned John Banks (BSA) is still leading the 500cc world championship moto-cross race with second in the standings being held by East German Paul Friedrichs (CZ) a close second. Present score is: Banks (38), Friedrichs (34). Joel Robert (CZ) is now leading the 250cc moto-cross championship with reigning champ Torsten Hallman (Hus) a close second. Robert and Hallman are now tied with five first place wins each with Robert coming in with three seconds and Torsten with two seconds and a fifth. The riders' best eight scores are counted for the championship, so it looks like it will be a battle to the last round.

Knivel Told... No Jump!

The following is a telegram from Evel Knivel to Cycle News."

"UNITED STATES DEPARTMENT OF THE INTERIOR SECRETARY UDALL HAS MOVED TO STOP THE 'SPECTACULAR SKYCYCLE JUMP OVER THE CANYON OF THE COLORADO RIVER'. SECRETARY UDALL STATED IN A LETTER TO KNEIVEL'S ATTORNEY MELVIN BELL, THAT AS A MATTER OF PUBLIC POLICY IN THE ADMINISTRATION OF PUBLIC LAND NO PERMIT FOR SUCH LAND USE SHOULD BE ISSUED. KNEIVEL HAD AT AN EARLIER DATE RECEIVED PERMISSION AND THE BEST WISHES OF THE DEPARTMENT OF THE INTERIOR OFFICE OF THE SECRETARY TO JUMP THE CANYON. THE ONE MILE JUMP WILL DEFINITELY BE ATTEMPTED AND YOU WILL BE NOTIFIED AS TO WHEN AND WHERE WITHIN TEN DAYS. EVEL KNEIVEL."

Moving On Up

Speed, more speed and more power seems to be the cry of the up-and-coming racers of today. Today's potential top-notch sportsman rider is probably an Expert by the time he's 17 or 18— maybe even younger — and at about this point he may find himself in a situation where he

feels that he needs more power and has just about exhausted his 100cc bike of all its worth. So, he feels it's time to go to something like a 250cc rig for the power and speed. But what a shock to find such a fantastic difference in handling the brute in comparison to the little 100. The power comes on quicker and everything happens a lot faster, and on the starting line if you miss a shift...forget it, because fifteen riders have just passed you where if you were on the little rig you could pull off a few such "dummies" and get away with it.

It's a big jump to the bigger scooter and it takes a lot more concentration, you'll also learn a lot quicker with the speeds that you're moving. Sure it's a big step but all it takes is riding constantly, going faster all the time, trying to pick up seconds here and there and still going faster and finding ways to save time...in other words it takes one hell of a lot of guts, skill, concentration and a great amount of tricks to become a top-notch rider in your particular bag of riding whether it be TT, Moto-Cross, or Road Racing. Good Luck!

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Tussle of the 360's — eventual winner Lars Larsson (Husqvarna) is led at this point by Maico-mounted Preston Petty in 500cc Senior class at Saddleback ACA moto-cross.

aca

SADDLEBACK MOTO-CROSS

Story and Photos by Maureen Lee

CORONA, Cal., Aug. 18 — The ACA threw their first moto-cross on the Saddleback Park circuit Sunday, and a good one it was too. They had 171 entries proving again that moto-cross is growing by leaps and bounds in this area, and we'll say again: Moto-cross is not a TT scrambles or the desert and if you think that things can get too rough, then you are not cut out to be a moto-cross rider.

Hodakas again proved their worth in both the 100cc Junior and Senior classes. Rusty Burkert won the Junior with two wins in both rounds with Norm Benham taking the second behind him and Dan Daigh third. There were 32 entries in that class alone. There was quite a bit of shuffling around back in the pack and as only two rounds were run it was whoever got the highest number of points first that received the highest finishing place. For example Denny Groover (Hodaka) scored his two points in the first round and John Rubcic (Kawasaki) his two in the second so Denny is listed sixth and John seventh.

This system also came into use in the 100 Senior and we wish there had been enough time to run a third moto. David Aldana (Suzuki) was wailing out in the lead on the first round and dropped it but

good at the top of the course. Tom Rapp (Hodaka) who is a real threat in that class was in second and naturally popped into the lead. He won that round scoring his 8 points first. Aldana won the second round handily but his 8 points came too late giving him the second over-all position. We stress this because some of the riders are unaware of how the scoring system is used when a clock is not kept on the actual running time on the track, or a 3-heat system is used.

Penton Progress

It was a good day for the Penton, with four riders in the 125-175cc class. This is a marvelous little machine, looks like a baby Husky and handles like one too, according to riders who have gone fast on one. We had an opportunity to putter on one courtesy of Lars Larsson and have been in the garage casting suspicious glances at our Hodaka ever since. Anyway... Gary Bailey wrapped up that class in no uncertain terms with two straight overall wins. Tim Hart (Guazzoni) took second and another Penton with Bob Kulek the third. Hart's little Guazzoni is another machine that bears watching. It flat goes! There were no 175cc Seniors but there were three 175 Juniors. Jack Vaughn (Ossa) wrapped that one up and on the second round was second by the time the mob hit the top of the hill only to drop a chain which had to be fixed before he could get going again, but it was a very happy Vaughn who went home with his trophy.

The second 250cc Senior round was the most exciting of the day. Lars Larsson (Husky) had won the first round with John DeSoto (Montesa) second. Preston Petty (Suzuki) had been in third but dropped it and ended last. Come the second round it was Husky-mounted Lon Peterson who took the lead with Pres Petty in second. Pres took over the lead on the first lap before they got up the hill to the tower, but as they had hit the down-hill off-camber it was John DeSoto who took over by taking the wide line around the right-hander following the down-hill, with Petty going to the inside. Larsson, however, was right hard after them, passing Petty and then setting sail after DeSoto. He caught up to the hard-charging Hawaiian right after the drop-off and the pair of them went drag racing up the hill to the uppermost part of the course with Larsson ending the winner. Petty hadn't been slowing down though, and on the checkered flag lap was right on DeSoto's rear wheel as they went up the hill toward the tower. John made it first, but all spectators were saying "Wow!"

Larsson Leaps To Win

The 500 Senior class went to Lars Larsson and we don't really want to mention how far ahead he got on the second round. He was quite fantastic, and even trailing around some of the course marker flags didn't slow him down. Preston Petty (Maico) started leading the first round but Lars passed him with Petty ending second. Hard luck man was Bruce Jackson (360 Greeves). Bruce started way back in the pack and made it up to Gary Bailey on the new proto-type Greeves who was holding down third. Bruce then passed Bailey and later on that infamous downhill off-camber, Jackson slid out and Bailey got him back and after that anyone could see Jackson was having troubles. Checking later we saw that his rear brake was totally useless and without a rear brake, it's "adios," especially on a course like that.

Two more hard luck men for the day were Willie Hockie and Greg Smith, both in the 250 Junior class. There were so many entries in this division that they



#183 Kurt Lohmeyer and his Bultaco sped to 250cc Junior honors, which he seems to be making a habit.

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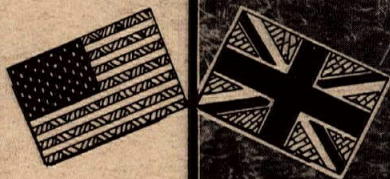
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Sailing over a rise comes Bob Maynard, new owner of Orange County Cycle, whose Yamaha carried him to second spot in 250cc Junior class.

were run off in two sections with all who made points in the first two transferring to the third round.

Problem Time

Greg Smith (C-Z) had the third wrapped up when he crashed badly just past the tower before the drop-off, toward the last part of the heat. This was tough luck for Greg because he was really going



Up the hill to the finish line.

great, and it dropped him down to a 6th overall. Hockie (Ossa) was twice up ahead in his first two heats by the time the gang came off the line and hit the upper part of the course. He dropped it once in third place, went over the handlebars but "Little Bear" kept running and he was able to get back under power again quickly but in the third (and final) moto real disaster struck. First came a flat tire and then one lap later his spokes tore loose from the hub and put him out after a good showing of the Ossa's speed. It was rough luck for Willie.

Kurt Lohmeyer won the class on his Bultaco and he's becoming a "fixture" in the 250 Juniors at Saddleback. Just look up front and there's Kurt wearing his San Gabriel M.C., colors sailing around in first or at least in the top three. A few more runs and the 250 Seniors are going to have to look to their laurels! Bob "Badger" Maynard (Yamaha) took the second and his Yamaha sure looks good all set up for moto-cross.

There were only four (where were you guys?) Open Entries with Ken Sparkman (Triumph) winning overall with two straight and first Junior Jim Bellach (Triumph) taking two seconds and first Junior wins.

Added "local" note is that the Shamrocks had a very satisfactory day and were disappointed that no Checkers showed up even if the Shamrocks would have defeated them (end quote Shamrocks). Our guess is that the Checkers were out riding that groovy Coachella Valley run!

(Results on page 16)

NATION'S TOP SCRAMBLER TURNED BACK BY 17 PONDEROSA REGULARS

By Jack Ross

PONDEROSA, Cal., July 28 - Would you believe a cool, dust-free desert hare scrambles in the middle of summer? That is just what greeted riders at the Ponderosa Ranch on a recent Sunday. Morning rain left the ground soaked but not muddy, with skies clearing for the 10 a.m. start.

Rained out at the Adelanto T.T., District 37 number one scrambler John Rice entered his T.T. Honda against 110 Open Class riders to try for one of the 58 trophies given. John went home pleased at his first desert trophy win for a hard fought 18th place finish. "Unbelievable", was what one rider described John's performance on the hard, slick, twisting fireroad section on the backside of "Heartbreak Mountain". Riders are still wondering who the guy was that went so slow through the whoop-de-doo and then passed them like a shot on the fireroad sections of the course.

Brooks Unbeatable

Tom Brooks, who was spawned as a Novice at the Ponderosa is now in un-

beatable form as he again won another Open Class first. Tom Muto grabbed second ahead of Checker Club President Jim Camaret, the Husky rider who mixes gas, oil, Fresca, wine and beans. Bill Good copped fourth followed by Mike Mahoney and Larry Burns. Jim Dorman and Paul Greenwood fought wheel-to-wheel around the third and last lap of the nine-mile course. Dorman took seventh in a photo finish over Greenwood who was trailed in by Jerry Rateliff and Jerry Isaacson.

Hoyle Heads Trailsters

Tom Hoyle topped the trail class as 89 riders rode for 47 trophies. Giving Hoyle a real go on the third lap was District 37 number 2, Jack Froelich, who finished second over E.C. Birt and Dale Banks. Larry Keeler nailed down fifth spot ahead of George Flanders and Boondocker Barry Eisenberg. Man Mountain Wes Anderson Sr. led the "Forty-Plus" brigade, finishing 17th disguised as an Invader (Larry Haley: take note).

Due to some concern over which trail is best to take from home check to the smoke bomb, a suggestion was made by Neil Fergus to alleviate this problem. Starting with the next event, hare scrambles, the home check will be moved further into the desert.

Rumors have been flying over the future of motorcycles at the Ponderosa. Things are settled for now as Clyde McDowell, a retiring Air Force Sergeant, has leased the Inn from owners Al and Lois Coltzau. On a trial basis, Clyde has agreed to the use of the Inn and picnic grounds as a pit area for more races. As always, trophies will be awarded to 50% of the finishers. Watch the "Calendar of Events."

(Results on page 16)

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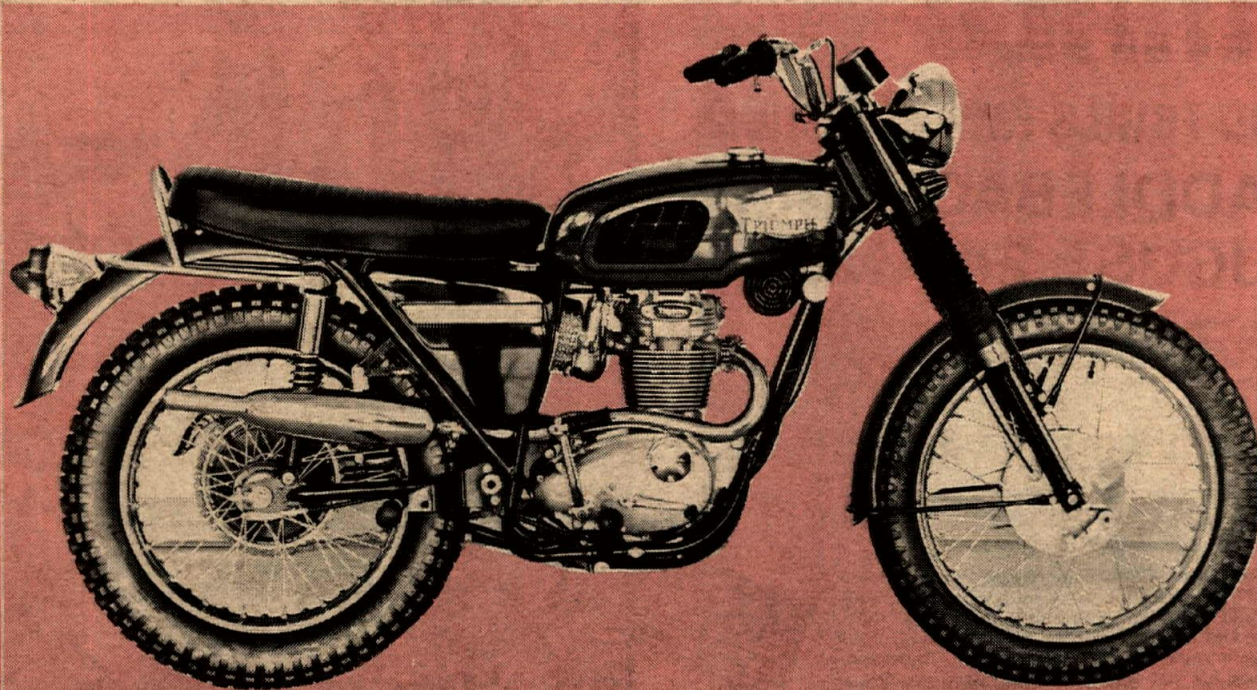
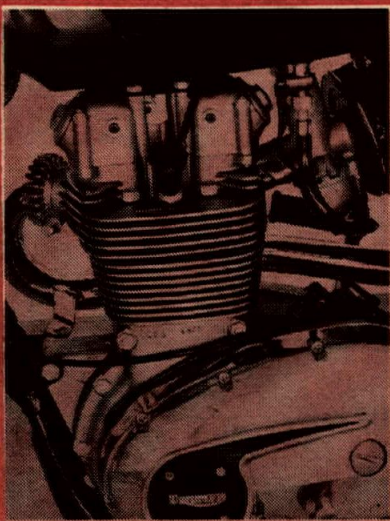
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Off And Running At SACRAMENTO

Story and Photo by Dale McKinnon

SACRAMENTO, Cal., Aug. 9 - Although the Eldorado Short Track was taken over by a new group that renamed the track Sacramento National Raceway, the races are still co-sponsored by the Sacramento Trackers and Fort Sutter M.C.'s.

To start the new scene off right we had a few changes in the winners, like for instance in the 200 Class. Milan Vickers hadn't lost a race at Sacramento in 7 or 8 weeks; well, he fell in the heat after leading several laps. In the Main he started on the 40-yard handicap line, since every time someone wins a race they go back five yards, to about a 40-yard maximum.

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John Green grabbed a quick lead and held it to the end. Milan started threading his way through the pack and was riding peg-to-peg with Sparky Pinola, who has been doing just great since he switched to a 175 Kawasaki, the same as Milan's fighting for the second spot. The last lap coming down the straight Vickers nosed by - an excellent show of riding by both men.

Blackman Blasts

Ron Blackman was off and running in the lead in the 100 heat, but he had to ride real hard to earn the win as Bill Strange was on his tail waiting for a mistake that never came. In the next heat Jim Varley took the lead with a real good battle going on for second. Walt Burres came from the back and moved into second, passing them all in one whack. He caught Jim the next lap and rode wheel-to-wheel with him, then took over the lead. In the Main he grabbed a well-earned second as Ron Blackman rode a flawless race to show the spectators his winning the heat was no fluke. Two wins; not bad for one night.

The 100-200 Amateur Main was next up, with John Grant taking the win in the 100 class on a Moto-Beta. Joseph Boll was off the line first but coming out of the first turn it was Ralph Gutierrez in the lead. Next lap or so Mike Ellis moved

up to make his bid for the lead, and Ralph held him back several laps before Mike got around to take the win.

The 250 Novice Main saw Bill Calicura take an early lead on a Ducati but it was short-lived as Jim Crenshaw on a Yamaha came up to relieve him of it. Don Coleman was up close also and he got by Bill about the same time. Bill held back Sam White for a while before falling victim to him also. He started in front and ended up fourth; it seems the Ducati lacked a little on the horses.

Dick Lewis off first with the rest of the 250 Amateur pack on his tail, making it a four-way go for the lead. Dick finally stretched it a little and the rest wound up battling for second spot. Jerry Pratt had his hands full trying to keep it but Jim Rodare was a little too much for him as he snuck by. Jack Driggs had high hopes also, but couldn't quite make it and had to settle for fourth.

Good 250 Battles

The last and largest race of the night was the 250 Expert Main. They even had two heats which is really unusual and all three races proved real entertaining as thrills and spills were many.

Kenny Roberts was off the line first as usual with Gary Willis right on his tail. Gary took over the lead in the second turn and proceeded to run away with the race on his super-fast Harley. In the second heat it was George Carter of Carter Cycle Sales in Roseville away and running like a scared rabbit. Mike Corcoran decided he wanted the front spot and proceeded to take it after a good battle.



Action in the 100cc Novice department at Sacramento National Raceway finds #76j Jerry Henry leading #156j Jim Varley at this point. Varley won his heat, went on to 4th place in the feature.

The Main found Roberts going like gangbusters, but Willis was right behind again and relieved him of the lead. It seemed like everyone was fighting for a spot, be it first or last. Gene Conant moved up to battle Kenny for second and Gerald Henderson proceeded to work his way up through the pack along with Ralph Waldman. Mike appeared to be biding his time and about the middle of the race decided to make his move and ended up third. Gary held a strong lead all the way, with Gene doing the same in second.

(Results on page 16)

Two Double Winners At Cycleland

By Carolyn B. Richards

CHICO, Cal., Aug. 10 - It was "crash night" again Saturday at Cycleland Speedway's flat track races with all of those crashing apparently doing fine.

In the 100cc scratch race, Kawasaki-mounted Steven Goff of Oroville took the last lap flag with only a slim lead, which he was able to maintain until the last corner.

As he sensed the second place rider's gain on him, Goff cranked it on and went down. Right behind him, John Grant of Sacramento, riding a Moto-Beta, had nowhere to go but right across Goff's neck - and that's the route he took.

Later in the 200cc Handicap Main, Mike Rockwell, Palmero Yamaha rider, fell down and started a series of crashes. Instantly there were five riders and parts of their machines all over the track. Though it was only the fifth lap, the referee called the race, which was already a re-start match because of another less spectacular (but just as hurting) crash.

More Crashes

Phil Sittner, on a Bultaco from Redding, won the event after the dust settled. The first 200cc crash featured Larry Lindberg, Redding, riding his Ossa into the back straightaway wall. Though Lindberg seemed hurt, the tall, lanky racer was limping around the Willows Scramblers' TT scrambles race, held the following day at Glenn County Fairgrounds in Orland.

Oroville's Bob Vaughan made the winner's circle twice on his 250cc Honda by winning both the Scratch and Handicap Mains. Vaughan, who rides from the 45-yard line, and John Hargis of Diamond Springs, on a Bridgestone, were the only racers of the 37 riding who scored double wins.

Two others did manage to get two pieces of brass, however. Larry Craig, Orangevale, and his Husqvarna turned up to collect a kiss and a trophy as winner of the 250cc Beginners race and third placer in the 250 Handicap go.

Fourth man to trophy twice was Ed Thayer, Bultaco rider, who left his home in Redding Aug. 13 to be inducted into the U.S. Army. He won the 200cc scratch Main and placed second in the 200cc Handicap Main.

(Results on page 16)

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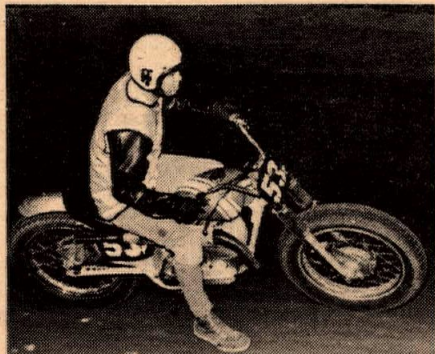
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SPROCKETS SCRAMBLES

By Ernie Winslow

Photos by Jack Light

BAKERSFIELD, Cal., Aug. 2 - Friday night was proclaimed family night at Sprockets Park. To start the evening of family togetherness young Art Carter of Fillmore and a snappy Honda made it two wins in a row at the Bakersfield track by winning the 90cc Novice event. Not to be displaced by youth, Art Carter of a little older vintage turned in one of his best rides to garner first place honors in the 200cc Amateur class. This was especially gratifying for Art and his dependable Bultaco as Ron Tobey and a usually unbeatable Bridgestone were held off on a last-lap effort.



First place 200cc Amateur scrambler at Sprockets Park was #53f Art Carter (Bultaco), who held off determined last-lap bid by Bridgestone rider Ron Tobey.



Fighting for 125cc Expert win, brothers #43b Joe Roseberry and #40b Frank Roseberry. Joe won; both rode Kawasakis.

To carry on the family theme that prevailed throughout the evening the Roseberry brothers again dominated the 125cc Expert go with Joe leading Frank to the finish line as both were riding Bakersfield Motorcycle sponsored Kawasakis. Frank, still in quest of the elusive gold, spied Clarence Maxwell's Bultaco in the back of the truck and discovering no rider available quickly slapped his Expert plates on the rig and turned in the smoothest ride of the evening to win the 200cc Expert trophy.

Brother Act

The McKay twins were also double winners with Don winning the type of trophy all riders can do without. Unloading hard in the sweeper during practice Don came back to make fine showing in the heat race and pick up fifth in the Main in the Open Expert affair. Don then loaded his bike and drove to the hospital where they presented him with a nice cast for a broken wrist. Arnold continued his winning ways in the Open Novice race



Open Expert final found #32 Sid Payne (Triumph) coming from behind to take the gold from Norton-mounted Alvin Griffith.

as he has won four out of the last six races he has entered and was leading in the other two when he unloaded.

Griff's Motorcycle of Bakersfield was represented by the father-son combo of Alvin and Midge Griffith. Midge had a fairly easy win in the Open Amateur class and papa Alvin seemed to have things going his way in the Open Expert Main. But a fellow by the name of Sid Payne had a little different idea and motored by Alvin to take the win. Payne was riding a Triumph and the Griffs were mounted on Nortons.

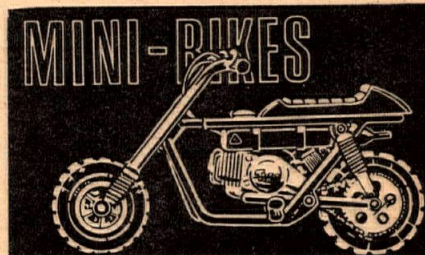
The 250cc Amateurs followed Steve Davis on "Camel Red's" Bultaco in the heat race and things were going the same

way in the Main Event, but along came Montesa-mounted Stan Mills in the high groove through the sweeper to nip Davis at the finish line by a whisker.

The Experts in this class are finding that #13 is Tracy Bright's lucky number. The "Taft Terror" is fast becoming one of the better riders in the district. Tod Sloan of Mendota picked up the second place trophy in this class and finished a strong third among the Open Experts. (Results on page 16)

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BAILEY BEATS SENIORS, HYDER AND MOON TOP JUNIORS AT TROJAN TT

By Mike Capalite

SOUTH GATE, Cal., Aug. 1 - The action was fast and furious Thursday night as the program at Trojan Raceway again included a 100cc Short Track class. Rather than conflict with another track running on the same night, it was decided to cancel the Wednesday night short track and include a short track class on Thursday night during the TT races if the entries so warranted. There were no entries for the 250cc short track, but a 100cc class was run with Dan Hazel (Yamaha) and Lloyd Quintard (Yamaha) fighting it out in the heat race for the lead with Quintard holding it all the way, but in the 100cc Short Track main, Hazel jumped into the lead with one of his usual jackrabbit starts, and it wasn't until the last lap that Lloyd was able to get around him for the win. Third place was Joe Ambrose (Suzuki) with Jim Hurley coping fourth on his Hodaka.

Bailey Sweeps Seniors

In the 100cc TT, it was Gary Bailey (Hodaka) again making a clean sweep in the Senior Class with Bryan Spinks (Yamaha) second and Dale Hopkins (Hodaka) third. Gary also won the Trophy Dash on his potent Little Van Tech Hodaka. The Junior class was a battle between Steve Hyder (Hodaka) and Dan Hazel (Yamaha). As always happens, if you want to beat Dan you have to pass him, since his ability to get off the line is fantastic. He doesn't do it by second-guessing the starter, he just leaps out of the hole on the start like he was shot out of a cannon. Third place in the Junior Class went to Jack Morgan (Hodaka) followed closely by Lloyd Quintard (Yamaha).

In the 250cc class, Gary Bailey showed the Senior Class the way around as he took wins in both the Trophy Dash and the Main Event. The Main Event was not quite as easy as it has been for him, for he was chased all the way by Jerry Formby (Yamaha), and Jerry was in striking distance of Gary's Greeves all the way, but Gary is the kind of consistent rider who very seldom makes a mistake.

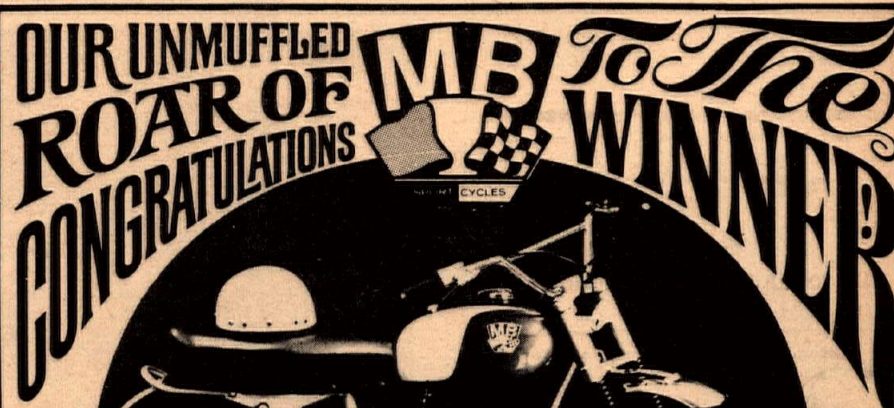
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Juniors Jump

The 250cc Junior Class was a win for a rider who has been showing a lot of improvement since he started running this tricky TT course, and he will be another man for Bailey to watch out for when he moves up to the Senior Class. We're speaking of Irwin Moon (Bultaco), who stayed ahead of Dick Weinbrandt (Bultaco) for the well-deserved victory. Dennis Ralph (Bultaco) and Paul Kastraides (Greeves) finished third and fourth.

The Junior class is attracting a lot of new riders as it gives them a chance to compete in a class with riders of their own merit, and if a rider gets better, he earns enough points to transfer to the Senior class, thus giving all the Junior contestants a chance to move up as their abilities improve.

(Results on page 16)



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Buco Products Division

SACRAMENTO NAT'L RACEWAY**Sacramento, Cal.,
Fri., Aug. 9, 1968**

By Dale McKinnon

100 CLASS

- | | |
|----------------------|-----|
| 1. Ron Blackman | Hod |
| 2. Walt Burres | MB |
| 3. Robert Borzelleri | Bri |
| 4. Jim Varley | Bri |

200 CLASS

- | | |
|------------------|-----|
| 1. John Green | Kaw |
| 2. Milan Vickers | Kaw |
| 3. Sparky Pinola | Kaw |

100-200 AMATEUR

- | | |
|--------------------|-----|
| 1. Mike Ellis | Yam |
| 2. Joseph Boll | Bul |
| 3. Ralph Gutierrez | Bul |
| 4. John Grant | M-B |

250 CLASS

- | | |
|-----------------|-----|
| 1. Don Coleman | Bul |
| 2. Jim Crenshaw | Yam |
| 3. Sam White | Hon |

250 AMATEUR

- | | |
|----------------|-----|
| 1. Dick Lewis | Suz |
| 2. Jim Rodaer | Bul |
| 3. Jerry Pratt | Bul |

250 EXPERT

- | | |
|------------------|-----|
| 1. Gary Willis | H-D |
| 2. Gene Conant | Hon |
| 3. Mike Corcoran | Bul |

LOS GATOS M.C. SCRAMBLES**Uvas Dam, Cal.,
Sun., Aug. 4, 1968**

By Dale Ivan

100cc NOVICE

- | | |
|--------------------|-----|
| 1. Tim Ronsse | Hod |
| 2. Ron Leidig | Hod |
| 3. Pat Brown | Hod |
| 4. Pete De De Done | Hod |

100cc AMATEUR

- | | |
|------------------|-----|
| 1. Fred Bennet | Hod |
| 2. Fred Guzzi | Hod |
| 3. Matt Falconer | Bul |

200cc NOVICE

- | | |
|------------------|-----|
| 1. Dave Pestoni | Suz |
| 2. Jay Boyd | Mon |
| 3. Steve Pestoni | Suz |
| 4. Steve Clark | Bul |

200cc AMATEUR

- | | |
|----------------|-----|
| 1. Robert Cobb | Bul |
| 2. Gary Welch | Bul |
| 3. Dave Hains | Bul |
| 4. Barre Love | Bul |

250cc NOVICE

- | | |
|---------------|-----|
| 1. Larry Frey | Bul |
| 2. Joe Pearce | Oss |
| 3. Ed Bean | Yam |
| 4. Ken Brann | Bul |

250 AMATEUR

- | | |
|----------------|-----|
| 1. Bud Gibson | — |
| 2. Jim Rice | Bul |
| 3. Bob Masters | Bul |

250cc EXPERT

- | | |
|-----------------|-----|
| 1. Paul Johnson | Suz |
| 2. John Silva | Bul |
| 3. Dave Bellina | Yam |

350cc NOVICE

- | | |
|-----------------|-----|
| 1. Dayne Taylor | Hon |
| 2. Mel Carlton | Hon |
| 3. Jim Bayne | Hon |
| 4. Kris Mellow | Mai |

350cc AMATEUR

- | | |
|------------------|-----|
| 1. Jan Melachlan | Duc |
| 2. Bud Riddle | Hon |

500cc NOVICE

- | | |
|-----------------|-----|
| 1. Steve Wolkow | Bul |
| 2. John Kellam | Bul |
| 3. Rod Tavares | Tri |

500cc AMATEUR

- | | |
|-----------------|-----|
| 1. Bill Budde | BSA |
| 2. Ken Baisa | Tri |
| 3. Jim Spalding | Tri |

650cc NOVICE

- | | |
|-------------------|-----|
| 1. Marc Smith | BSA |
| 2. Gary Jacques | Tri |
| 3. Carl Marpinski | Tri |

650cc AMATEUR

- | | |
|------------------|-----|
| 1. Sam Arena Jr. | H-D |
| 2. Norm Seidel | BSA |

650cc EXPERT

- | | |
|-----------------|-----|
| 1. Bud Kneass | Tri |
| 2. Allen Kenyon | Tri |
| 3. Bob Souza | Tri |
| 4. Bob Grossi | Mon |

ELSINORE SCRAMBLES**Elsinore, Cal.,
Sat., Aug. 10, 1968****100 NOV. MAIN (1)**

- | | |
|-----------------|-----|
| 1. T. McKee | Hod |
| 2. J. Hofford | Hon |
| 3. M. Blackwell | Yam |
| 4. D. Noy | Hod |

100 NOV. MAIN (2)

- | | |
|------------------|-----|
| 1. G. Mikendall | Bul |
| 2. L. Shaw | Yam |
| 3. G. Bolenbaugh | Yam |
| 4. R. Spencer | Gil |

200 NOVICE

- | | |
|----------------|-----|
| 1. R. Lockwood | Hon |
| 2. G. Mazon | Oss |
| 3. M. Little | Bul |

250 NOVICE

- | | |
|----------------|-----|
| 1. K. Stafford | Yam |
| 2. W. Bolton | Yam |

- | | |
|--------------|-----|
| 3. I. Moon | Bul |
| 4. V. Hannon | Kaw |

350 NOVICE

- | | |
|-------------|-----|
| 1. D. Evans | Bul |
| 2. G. Lay | — |
| 3. J. Keene | Hon |

500 NOVICE

- | | |
|--------------|-----|
| 1. D. Evans | Bul |
| 2. G. Nord | BSA |
| 3. J. Potter | BSA |

OPEN NOVICE

- | | |
|---------------|-----|
| 1. C. Sjolund | Tri |
| 2. J. Arledge | Yam |
| 3. B. Larsen | Tri |

100 EXPERT

- | | |
|---------------|-----|
| 1. D. Hopkins | Suz |
| 2. T. McKee | Hod |
| 3. T. Simpson | Bul |

250 EXPERT

- | | |
|------------------|-----|
| 1. J. Sprague | Bul |
| 2. J. West | Bul |
| 3. R. Vanderpool | Yam |
| 4. L. Taylor | Bul |

500 & OPEN EXPERT

- | | |
|------------------|-----|
| 1. J. Sprague | — |
| 2. J. West | Hon |
| 3. R. Vanderpool | — |

LUCKY SPOKE SCRAMBLES**Brush Prairie, Wash.,
Sun., Aug. 11, 1968**

By N.A. Williams

100cc TROPHY DASH

- | | |
|------------|-----|
| Gary Kapus | Kaw |
|------------|-----|

A MAIN

- | | |
|----------------|-----|
| 1. Billy Lewis | Hod |
| 2. Mark Baker | Bul |
| 3. Jack Mills | Kaw |

B MAIN

- | | |
|-------------------|-----|
| 1. Bernie Wheeler | Hon |
| 2. Mike Hannula | Yam |

200cc TROPHY DASH

- | | |
|------------|-----|
| Mark Baker | Bul |
|------------|-----|

A MAIN

- | | |
|------------------|-----|
| 1. Mark Baker | Bul |
| 2. Darrel Cotton | Kaw |
| 3. Mike McCall | Hod |

B MAIN

- | | |
|----------------------|-----|
| 1. Dennis Spencer | Kaw |
| 2. Richard Hotchkiss | Kaw |

250cc TROPHY DASH

- | | |
|-----------|-----|
| Ken Nagel | Duc |
|-----------|-----|

A MAIN

- | | |
|------------------|-----|
| 1. Darrel Cotton | Kaw |
| 2. Vern Perry | Bul |
| 3. Dale Fassio | H-D |

B MAIN

- | | |
|-----------------|-----|
| 1. Duke Gardner | Bul |
| 2. Harold Evans | Bul |

C MAIN

- | | |
|-------------|-----|
| 1. Ken Hart | Yam |
|-------------|-----|

500cc TROPHY DASH

- | | |
|------------|-----|
| Bill Elder | Duc |
|------------|-----|

A MAIN

- | | |
|-----------------|-----|
| 1. Joel McNelly | Bul |
| 2. Bill Elder | Duc |
| 3. Vern Perry | Bul |

B MAIN

- | | |
|-----------------|-----|
| 1. Bob Lindauer | Yam |
| 2. Joe Furman | Hon |

C MAIN

- | | |
|-------------|-----|
| 1. Ken Hart | Yam |
|-------------|-----|

OPEN TROPHY DASH

- | | |
|-----------|-----|
| Ken Nagel | Nor |
|-----------|-----|

A MAIN

- | | |
|-----------------|-----|
| 1. Bill Elder | Tri |
| 2. Henry Schram | Tri |
| 3. Sully | BSA |

ORANGE CO. SHORT TRACK**Wed., Aug. 7, 1968****100 TROPHY DASH**

- | | |
|----------------|-----|
| 1. Dave Aldana | Suz |
|----------------|-----|

250 TROPHY DASH

- | | |
|----------------|-----|
| 1. Dave Aldana | Oss |
|----------------|-----|

100 MAIN

- | | |
|--------------------|-----|
| 1. Dave Aldana | Suz |
| 2. Russ Robinson | Suz |
| 3. Jimmy Raymond | Suz |
| 4. Mark Kruse | Bul |
| 5. Carroll Heiland | Kaw |
| 6. Chris Smith | Kaw |

250 MAIN

- | | |
|-------------------|-----|
| 1. Dave Aldana | Oss |
| 2. Carroll Skov | Bul |
| 3. Eddie McGregor | Bul |
| 4. Art Barda | Duc |
| 5. Joe Wisdom | Bul |
| 6. Bob Prior | Bul |

OPEN

- | | |
|--------------|-----|
| 1. Len Burke | Tri |
|--------------|-----|

T.T. EVENTS

- | | | |
|-----------------|------------------|-----|
| 100 TROPHY DASH | 1. Russ Robinson | Suz |
|-----------------|------------------|-----|

250 TROPHY DASH

- | | |
|----------------|-----|
| 1. Randy Ellis | Bul |
|----------------|-----|

100 MAIN

- | | |
|--------------------|-----|
| 1. Dave Aldana | Suz |
| 2. Jimmy Raymond | Suz |
| 3. Dale Hopkins | Hod |
| 4. Carroll Heiland | Kaw |
| 5. Larry Shaw | Hod |
| 6. Ken Smith | Hon |

250 MAIN

- | | |
|--------------------|-----|
| 1. Randy Ellis | Bul |
| 2. Dan Jones | Bul |
| 3. Carroll Heiland | Yam |
| 4. Mike Loussau | Kaw |
| 5. Bob Prior | Bul |
| 6. DNF Bob Millner | Bul |

OPEN

- | | |
|-----------------|-----|
| 1. Eddie Walker | Tri |
| 2. Len Burke | Tri |

SIDEWINDERS TT**Portland, Ore., Fri. 8-2-68****NOVICE TROPHY DASH**

- | | |
|--------------|-----|
| 1. Jack Mott | BSA |
|--------------|-----|

AMATEUR T.D.

- | | |
|-----------------|-----|
| 1. Dave Sheffel | Tri |
|-----------------|-----|

EXPERT T.D.

- | | |
|------------------|-----|
| 1. Mark Williams | Tri |
|------------------|-----|

NOVICE A MAIN

- | | |
|-------------------|-----|
| 1. Jack Mott | BSA |
| 2. Al Brackenbury | Hon |
| 3. Mike Downing | Bul |

NOVICE B MAIN

- | | |
|-------------------|-----|
| 1. Ken Nagle | — |
| 2. Jim Herschbach | Hon |

AMATEUR A MAIN

- | | |
|-----------------|-----|
| 1. Ike Reed | Tri |
| 2. Dave Sheffel | Tri |
| 3. Kent Hansen | BSA |

EXPERT A MAIN

- | | |
|------------------|-----|
| 1. Mark Williams | Tri |
| 2. Dick Jagow | Tri |
| 3. Gary Davis | Tri |

EXPERT B MAIN

- | | |
|-----------------|-----|
| 1. Jim Smith | Tri |
| 2. Ross Roberts | Tri |

PONDEROSA HARE**SCRAMBLES****Ponderosa, Cal.,****Sun., July 28, 1968****OPEN CLASS**

- | | |
|-----------------|-----|
| 1. T. Brooks | Bul |
| 2. T. Muto | Hus |
| 3. J. Camaret | Hus |
| 4. W. Good | Bul |
| 5. M. Mahoney | Bul |
| 6. L. Burns | Hus |
| 7. J. Dorman | Tri |
| 8. P. Greenwood | Hus |
| 9. J. Rateliff | Tri |
| 10. J. Isaacson | Bul |

TRAIL CLASS

- | | |
|-----------------|-----|
| 1. T. Hoyle | Hod |
| 2. J. Foelich | Bul |
| 3. E. Birt | Hod |
| 4. D. Banks | M-B |
| 5. L. Keeler | Sac |
| 6. G. Flanders | Hon |
| 7. B. Eisenberg | Hod |
| 8. D. Emler | Suz |
| 9. B. Rasmussen | Hod |
| 10. D. Martin | Hod |

ACA SHORT TRACK & TT**Orange Co. Speedway, Cal.,****Wed., July 31, 1968****SHORT TRACK****0-125 TROPHY DASH**

- | | |
|------------------|-----|
| 1. Jimmy Raymond | Kaw |
|------------------|-----|

250cc TROPHY DASH

- | | |
|----------------|-----|
| 1. Dave Aldana | Oss |
|----------------|-----|

0-125cc MAIN

- | | |
|---------------------|-----|
| 1. Mark Kruse | Bul |
| 2. Chuck Claydon | — |
| 3. Jimmy Raymond | — |
| 4. Ron Taylor | — |
| 5. Dave Aldana | — |
| 6. Bob Frauenberger | — |

250cc MAIN

- | | |
|-------------------|-----|
| 1. Dave Aldana | Oss |
| 2. Jim Peterson | — |
| 3. Randy Ellis | — |
| 4. Eddie McGregor | — |
| 5. Rick Woods | — |
| 6. Joe Wisdom | — |

T.T.**100cc TROPHY DASH**

- | | |
|----------------|-----|
| 1. Dave Aldana | Suz |
|----------------|-----|

250cc TROPHY DASH

- | | |
|----------------|-----|
| 1. Randy Ellis | Bul |
|----------------|-----|

100cc MAIN

- | | |
|-----------------|-----|
| 1. Dave Aldana | Suz |
| 2. Mark Kruse | — |
| 3. Dale Hopkins | — |
| 4. John Hoffard | — |

250cc MAIN

- | | |
|--------------------|-----|
| 1. Irwin Moon | Bul |
| 2. Bob Millner | — |
| 3. Dave Massingham | — |
| 4. Mike Loussau | — |

SACRAMENTO NAT'L RACEWAY**1/4-MILE SHORT TRACK****Fri., Aug. 2, 1968**

By Stephen J. Rooney Jr.

100 NOVICE

- | | |
|-----------------|-----|
| 1. Terry Henry | M-B |
| 2. Bill Strange | Bul |
| 3. Tim Culver | M-B |

200 NOVICE

- | | |
|------------------|-----|
| 1. Milan Vickers | Kaw |
| 2. Larry Beaty | Bul |
| 3. John Green | Kaw |

100-200 AM/EXP.

- | | |
|-----------------------|-----|
| 100cc: Pat Rooney | Bri |
| 200cc: Joe Boll | Bul |
| 200cc Exp: Mike Ellis | Yam |

250 NOVICE

- | | |
|-----------------|-----|
| 1. Don Coleman | Bul |
| 2. Rod Kriess | Bul |
| 3. Mike Simmons | Hon |

250 AMATEUR

- | | |
|------------------|-----|
| 1. Jerry Pratt | Bul |
| 2. Steve Wilson | Bul |
| 3. Rich Dashiell | Bul |

250 EXPERT

- | | |
|------------------|-----|
| 1. Mike Corcoran | Bul |
| 2. Gary Willis | H-D |
| 3. Jim Saitone | Mai |

SPECIAL "B" RACES

- | | |
|---------------------|-----|
| 100cc: Bill Strange | Bul |
| 200cc: John Green | Kaw |
| 250cc: Mike Simmons | Hon |

WHEELIE CONTEST

- | |
|--------------------------------------|
| 1. Jeff Holman and Don Coleman (tie) |
|--------------------------------------|

1968 NAT'L AMA POINT STANDINGS (After Lincoln, Neb. Aug. 11, 1968)

1. Gary Nixon	470
2. Cal Rayborn	459
3. Fred Nix	368
4. Bart Markel	332
5. Dan Haaby	321
6. Mert Lawwill	275
7. Gene Romero	235
8. Chuck Palmgren	198
9. Dick Mann	178
10. Buddy Elmore	164

SPORTSMAN ROAD RACES Austin, Tex., Sun., Aug. 4, 1968

By John Blanton

RACE #1 (Lower Div.) 20 Min.

125cc CLASS	
1. Casey Jones	Yam
2. Dennis James	H-D
3. David E. Kehl	Suz

200cc CLASS

1. David Watkins	Bul
2. Jerry Ludwig	Hon
3. Johnny Bryant	Hon

250cc CLASS

1. Mike Cone	Yam
2. Lloyd Redman	Kaw
3. Byron Black	Yam
4. Joe Wilson	Kaw
5. Samuel Galvan	Bul
6. Clovis Brown	Yam
7. Al Maguire	Duc
8. Allen B. Judy	Duc
9. Robert F. Samaniego	Mon
10. Chris Cook	Duc

RACE #2 (Upper Div.)

350cc CLASS	
1. James E. Gardner	Hon

500cc CLASS

1. Roger Meredith	Hon
-------------------	-----

OPEN CLASS

1. Rusty Bradley	Tri
2. Larry Beall	Tri
3. Ray Smith	H-D
4. Virgil Davenport	Tri
5. Joe Wilson	Nor

ACA MOTO-CROSS Saddleback Park, Cal. Sun., Aug. 18, 1968

By Maureen Lee

100cc JUNIOR

1. Rusty Burkert	Hod
2. Norman Benham	Hod
3. Dan Daigh	Hod
4. Mike Runyard	M-B
5. Jeff Creager	Hod
6. Denny Groover	Hod
7. John Rubcic	Kaw
8. Bill Pope	Hod

100cc SENIOR

1. Tom Rapp	Hod
2. David Aldana	Suz
3. Claude Henderson	Hod
4. Mike Holliday	Hod
5. Dan Etheridge	Hod
6. Joe Bihari	Zun

125-175 JUNIOR-SENIOR

125 SENIOR	
1. Gary Bailey	Pen
2. Tim Hart	Gua
3. Bob Kulek	Pen

175 JUNIOR

1. Jack Vaughn	Oss
----------------	-----

125cc JUNIOR

1. Gregory Wickam	Suz
2. Ken Smith	Pen
3. Bill Van Vear	Kaw

250cc JUNIOR

1. Kurt Lohmeyer	Bul
2. Bob Maynard	Yam
3. Dennis De Graff	Suz
4. Joe Donlevie	Suz
5. Willie Hockie	Oss
6. Greg Smith	C-Z

250cc SENIOR

1. Lars Larsson	Hus
2. John DeSoto	Mon
3. Russ Damell	Hus
4. Preston Petty	Suz
5. Tim Hart	C-Z
6. Steve Hurd	Kaw

350cc-500cc JUNIOR

1. William Good	Bul
2. Ken Seib	C-Z
3. Dale Eckhardt	Mat
4. Ken Renick	Hus
5. Bob Campbell	Tri
6. John Diskin	Tri

350cc-500cc SENIOR

1. Lars Larsson	Hus
2. Gary Bailey	Gre
3. Preston Petty	Mai
4. George Etheridge	Mon
5. Scott King	Bul
6. Bruce Jackson	Gre
7. Ron Wilson	Hus
8. Rick James	Gre

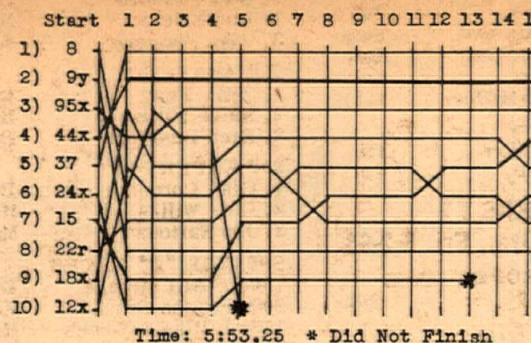
OPEN - SR. & JR.

1. Ken Sparkman	Tri
2. Jim Bellach	Tri
3. Sonny Howard	Tri
4. Gary Randal	Tri

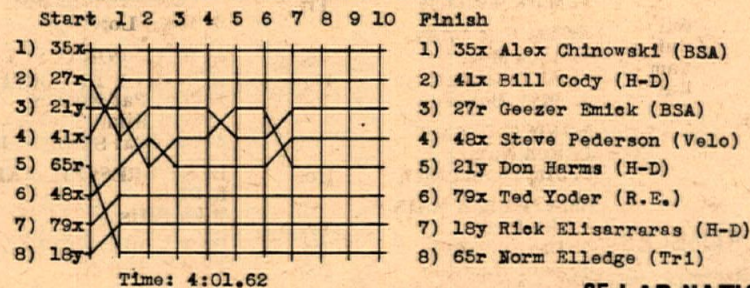
AG STRIP



15-LAP ASCOT EXPERT MAIN EVENT



10-LAP ASCOT AMATEUR MAIN EVENT



WHITEMAN CLASS A SPEEDWAY Pacoima, Cal., Sat., Aug. 17, 1968

By John A. Grout

CONSOLATION MAIN:

1. Jim Ashworth
2. Gordie Williams
3. Bill Johnson

TROPHY DASH:

1. Jack O'Brien
2. John Hateley

COACHELLA VALLEY EUROPEAN SCRAMBLES, Pioneer Town, Cal., Sun., Aug. 18, 1968

By Dick Wright

TRAIL BIKES

DIV. 3

1. Groff Crowther	Zun
2. Larry Cook	Yam
3. Don Morgan	Hon
4. Bob Deitz	Hod
5. Jim Tripp	Hod

DIV. 2

1. Terry Clark	Hod
2. Jeff Wright	Hod
3. Jim Summers	Hod
4. Warren Griffin	Hod
5. Hayward Mendenhall	Hod

DIV. 1

1. Jack Morgan	Hod
2. Bob Belt	Hod
3. Wes Anderson Jr.	Hod
4. Tom Hoyle	Hod
5. Dick Wright	Hod

250cc CLASS

1. Larry Pfutzenreuter	Bul
2. Fred Soteros	Bul
3. Bill Bragdon	Yam
4. John Streitberger	Yam
5. Gage Herington	Hus

LIGHTWEIGHT AMATEUR

1. Tom A. Poteet	Bul
2. Tom Muto	Hus
3. J. Jeffery	Hus
4. Larry Shoemaker	Yam
5. Jerry Dobson	Yam

LIGHTWEIGHT EXPERT

1. Larry Bergquist	Bul
2. Mike Patrick	Yam
3. Gary Griffin	Bul
4. George Zuber	Yam

350 NOVICE

1. Joseph Cortez	Hon
2. Rudy Lucero	Bul
3. Melven Vaughan	Hon

500 NOVICE

1. Whitey	Mai
2. Bob Ewing	Hus
3. Frank Ruso	Hus
4. Keith Ludwig	Hus
5. Tom Zarp	Hus

OPEN NOVICE

1. Jack Lunn	Tri
2. Chuck Raudman	Tri
3. Emie Nogosek	Tri
4. Larry Amick	Tri
5. Joe Litchfield	Tri

HEAVYWEIGHT

500 AMATEUR

1. Rick Hall	Hon
2. Jim Beres	Bul
3. Doug Douglass	Duc
4. Wayne Peterson	BSA
5. Dave Baker	Bul

OPEN AMATEUR

1. Sam Gardener	Tri
2. Rodger Sides	Tri

500 OPEN EXPERT

1. J.N. Roberts	Aus
2. Larry Bergquist	Bul
3. Mike Patrick	Nor
4. James Martino	Hus
5. Al Baker	Tri

TROJAN SPEEDWAY

CLASS A, So. Gate, Sun., Aug. 18, 1968

By Mike Capalite

TROPHY DASH

1. Steve Scott
2. DeWayne Keeter
3. Paul Conserriere
4. Chuck Jones

A MAIN

1. DeWayne Keeter
2. Sonny Nutter
3. Chuck Jones
4. Paul Conserriere

B MAIN

1. Steve Scott
2. John Carter
3. John Hateley
4. Bruce Haserot

C MAIN

1. Swede Savage
2. Rick Woods
3. Keith Kruser
4. Elliott Schultz

CONSOLATION

1. Randy Ellis
2. Ralph White
3. Al Holley
4. Jim Ashworth

SPROCKETS SCRAMBLES

Bakersfield, Cal., Fri., Aug. 2, 1968

By Ernie Winslow

90cc NOVICE

1. Art Carter	Hon
2. Larry Fairbanks	Hon
3. Norman Jarrett	M-B

90cc AMATEUR

1. Dana Thompson	Suz
2. Jack Rea	Kaw
3. Leon Cotton	Yam

90cc EXPERT

1. Joe Roseberry	Kaw
2. Frank Roseberry	Kaw

200cc NOVICE

1. Don Bacot	Bri
2. Gary Walker	Bul
3. Rick Mears	Hon

200cc AM./EXPERT

1. Frank Roseberry	E Bul
2. Art Carter	A Bul
3. Ron Tobey	Bri
4. Steve Bray	Bul

250cc NOVICE

1. Craig Ingalls	Bul
2. Woody Wilson	Mai
3. Steve Colby	Bul

250cc AMATEUR

1. Stan Mills	Mon
2. Steve Davis	Bul
3. Ken Wise	H-D

250cc EXPERT

1. Tracy Bright	Bul
2. Tod Sloan	Suz
3. Harvey Bakker	Bul
4. Richard Pereira	Bul
5. Rick Newby	Bul

350cc EX./AM./NOV.

1. Ron Spillman	E Duc
2. Duane Shockley	A Bul
3. Jack Monger	A Bul
4. Pete Willis	N Duc

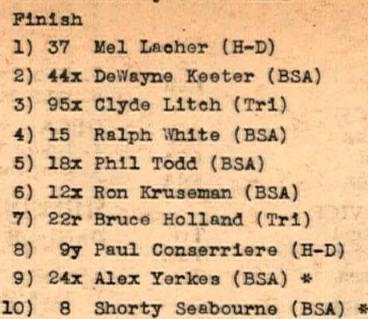
OPEN NOV./AM.

1. Midge Griffith	Nor
2. Arnold McKay	Tri
3. Lyn Campell	Tri

OPEN EXPERT

1. Sid Payne	Tri
2. Al Griffith	Nor
3. Tod Sloan	Tri
4. Mike Lane	R-E
5. Don McKay	Tri

LAP CHARTS by Carol Sims



25-LAP NATIONAL T.T.

Lincoln, Nebraska, Sun., Aug. 11, 1968

1. Gene Romero	Tri
2. Dusty Coppage	Tri
3. Skip Van Leeuwen	Tri
4. Gary Nixon	Tri
5. Cal Rayborn	H-D
6. Chuck Palmgren	Tri
7. Sonny Burres	Tri
8. Fred Nix	H-D
9. Eddie Wirth	BSA
10. Jimmy Odum	Tri
11. Dallas Baker	BSA*
12. Dick Mann	BSA*

Time: 15:40:10
*Did Not Finish

15-LAP AMATEUR FINAL:

1. Jim Rice	BSA
2. Bruce Anderson	Tri
3. Mark Brelsford	Tri
4. Jim Peterson	BSA
5. Larry Mace	Tri
6. Bob Stanton	BSA
7. Max Van Rees	Tri
8. Ted Kieper	Tri
9. Jim Evans	Tri
10. Jim Jones	Tri
11. Bill Kennedy	Tri
12. Jim Rothman	Tri

Time: 9:44:00

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Lakewood
860-1354

4328 E. Anaheim
Long Beach
439-0943

SOME HAPPENINGS:

COACHELLA VALLEY EUROP. SCR. 8-18-68

1st Pl. 250 Nov.
2nd Pl. 250 Nov.
1st Pl. 250 Am.
1st Pl. 250 Ex.
3rd Pl. 250 Ex.

Larry Pfutzenreuter	PurSang
Fred Soteros	PurSang
Tom Potee	PurSang
Larry Bergquist	PurSang
Gary Griffin	PurSang

ACA SADDLEBACK MOTO-X 8-18-68

1st Pl. 250 Jr.
1st Pl. 350 Jr.
1st Pl. 350 Sr.
1st Pl. 500 Jr.

Kurt Lohmeyer	PurSang
Joe Biedenbach	El Bandido
John Maynard	El Bandido
Bill Good	El Bandido

PERRIS NITE TT SCR. 8-17-68

1st Pl. 250 Ex.
1st Pl. 350 Nov.
1st Pl. 350-Open Am.

Larry Taylor	PurSang
Ron Killingsworth	El Bandido
Kirk McDowell	El Bandido

DEADMANS POINT HARE SCR. 8-4-68

1st Pl. 350-Open Comb.	Neal Fergus	El Bandido
1st Pl. Trailbike Comb.	Jack Froelich	Lobito

UVAS DAM SCRAMBLES



Who will be first to the turn?

Story by Dale Wm. Ivan
Photos by John Ramos

SAN JOSE, Cal., Aug. 4—The Los Gatos M.C. hosted a scrambles at Uvas Dam near San Jose and, to the surprise of many, the club had taken great pains to prepare the track and to run an organized program (which they did rather well). However, there was a noticeable drop in attendance in many of the classes, which was due to the lack of enthusiasm on the part of the riders. Several participating riders blamed this fact on the track's rocky surface, poor traction in places, and the overcrowding of Main Events.

The heat races were carried off smoothly and quickly. Fortunately, the ambulances were not called upon to leave the entire day, despite numerous nasty-looking crashes.

At intermission, a wheelie contest was held to determine just who the best two rear wheel standers were. Of course, everyone knew Gary Dillard (holder of over a mile record in wheel standing) would steal the first place brass. Second place went to Expert Bob Grussi on a Montesa. Bob came somewhat close to Dillard's incredible mark that used the entire straight and first turn.

The Mains got underway right on schedule, starting out with the 100cc Novice final. This event was won impressively by Tim Ronssee, riding a Hodaka.

Big Lead By Bennet

The most exciting, yet rather tragic action of the day took place right after the 100cc Novice Main. A 40-in. machine belonging to one of the riders, caught fire in the parking lot near the pits, and was completely destroyed. Races were soon resumed, continuing on with the 100 Amateur Main Event. Fred Bennet aboard a rocket-powered Hodaka took the checkered flag first, with second going to Fred Guzzi, also Hodaka. Bennet's victory was probably the most impressive, yet unglorified win of the day. He held a half-a-lap lead at the finish over the second place man; quite a feat on this type of a track.

The next race up was the 200cc Novice Main. This event got off to a crashing start as two riders went down rather painfully, while attempting to take off the line. Fortunately, both were able to make the restart that quickly followed. This time it was Dave Bestoni (Suzuki) who grabbed the lead from closely-following Jay Boyd, and Dave's brother, Steve. Dave held his first place to the checker, making it an easy-looking win.

Action in the 250 Amateur Main moved at a fast and furious tempo. The Main Event was a more closely-contested battle between the first three riders—Bud Gibson, Jim Rice, and a newly transferred Amateur, Don Ivan. Gibson emerged from turn one in first with heat race winner Ivan in second and Rice in third. On lap three, Rice managed to get around Ivan, as he missed a gear. Rice then quickly pulled up on the leader, Gibson, and tried several times to pass. On the next to last lap, Rice attempted to pass Bud on the outside, but was forced wide when the leader tactfully (?) switched grooves. Their going wide gave Ivan a chance to slip under the two frontrunners by taking this inside groove. The outcome of the race was decided when Gibson came bombing down from the outside and sliced Ivan off, forcing him into the bank. It was Gibson, Rice and Bob Masters, in that order, who took home the brass.

The 250 Expert race was a no-contest match as Paul Johnson had shown up to ride. Paul, currently leading the district in points, toolled his Suzuki to another easy win, ahead of John Silva and Dave Bellina.

Dillard Does Didoes

The 350 Novice event was the scene of a spectacular crash, as heat winner Gary Dillard drove his Honda off the edge of the track to avoid running over a fallen rider. Dillard shot out into space, doing four hairy-looking endos before finally coming to a halt. Gary, who had been in second place before his crash, demonstrated a true sense of sportsman racing. He was not injured.

Steve Wolkow rode his "360" Bultaco in fine style to take the 500 Novice Main

win. However, Wolkow had his work cut out for him as he advanced from 5th place to the lead in just three laps. John Kellam, early leader in the race, managed to hang onto his second position to the checker, with Rod Tavares following closely behind for a third.

The 650 Expert Main was to many the highlight of the day's program, and the announcer really laid on the thick stuff as he introduced the eager Experts. After this terrific fanfare, the race was finally



Intermission feature of Los Gatos M.C. scrambles was a wheelie contest with Gary Dillard (Honda) the undisputed winner. He's gone over a mile in unicycle fashion.



Unfortunately, they don't give awards for falling down, though many riders hit the turf during the day. Luckily, none were injured.

started. The "spring chicken" of District 36, Bud Kneass, leading Allen Kenyon (who really looked good on a four-stroke). Then came Bob Souza, Bob Boaz and Bob Gross, really dueling it out. The rest of the pack followed behind carrying on their own war, but to no avail. Grossi, riding a 360 Montesa in 5th place, finally took over the fourth position by getting around Boaz. Bob then quickly moved up on the first three riders. However, Grossi was unable to advance and the win went to Kneass with Kenyon second and Souza in third.

(Results on page 16)

Choice of Champions HODAKA

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AUGUST 18, 1968

100cc Jr. Class

- | | |
|-------------------|---------|
| 1st Rusty Burkert | —HODAKA |
| 2nd Norm Benham | —HODAKA |
| 3rd Dan Daigh | —HODAKA |
| 5th Jeff Creager | —HODAKA |

100cc Sr. Class

- | | |
|----------------------|---------|
| 1st Tom Rapp | —HODAKA |
| 3rd Claude Henderson | —HODAKA |
| 4th Mike Holliday | —HODAKA |
| 5th Dan Etheridge | —HODAKA |



PIONEER TOWN EURO. SCR.

AUGUST 18, 1968

100cc Expert Class

- | | |
|----------------------|---------|
| 1st Jack Morgan | —HODAKA |
| 2nd Bob Belt | —HODAKA |
| 3rd Wes Anderson Jr. | —HODAKA |
| 4th Tom Hoyle | —HODAKA |
| 5th Dick Wright | —HODAKA |

100cc Amateur Class

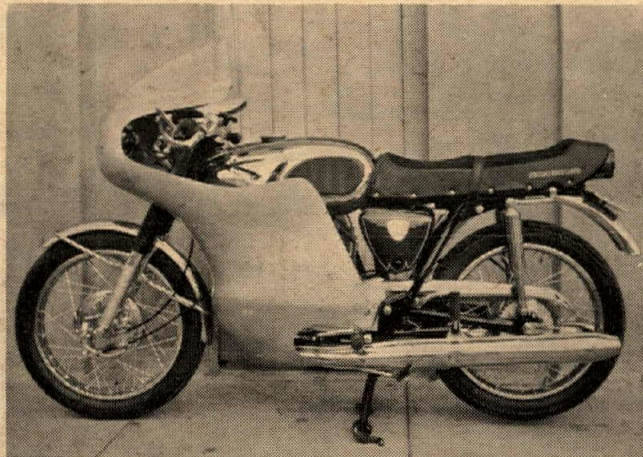
- | | |
|------------------------|---------|
| 1st Terry Clark | —HODAKA |
| 2nd Jeff Wright | —HODAKA |
| 3rd Jim Summers | —HODAKA |
| 4th Warren Griffin | —HODAKA |
| 5th Hayward Mendenhall | —HODAKA |

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Miracle Man Miller

By Rich Eaton

Have you ever seen a miracle? All you cycle buffs will have a chance to witness a sort of motorcycle miracle in the form of Sammy Miller when he comes to Southern California on August 25 to ride in the English Trials sponsored by the Southern Calif. Trials Assn. at Saddleback Park.

Sammy Miller is a miracle because of his fantastic record of Trials successes. No man in motorcycle history can match his record, and whoever might be the claimor for second place is so far behind he would have to live two life-times to catch Miller; even if Sam quit riding tomorrow! A list of Sam's wins would fill an entire page of this noble journal. Some of his most notable wins are events held in places with story book names such as the Scottish Six Day Trials (5 firsts); First-ever Official European Trials Champion awarded this year and contested in Switzerland, West Germany, Belgium, France, and Great Britain; several gold medals from the International Six Day Trials (in 1967 he was high point man for the British Team); and for 9 successive years Sam has been the British Trials Champion.

Fierce concentration and flawless balance have certainly been key factors in Sam's success. But, Sam has lots of savvy too. He is famous for his long dab. Dab in Trials lingo means the use of one foot to momentarily steady the bike. Riding a section using only one dab gives the rider a score of one, while using two dabs or more is scored as three. Sam's technique is to walk through a section and plan a good place to make that precautionary dab. You might say this is a calculated loss, but one which pays dividends.

In the Trials circle we don't have names as well known as Mulder, Scott, Petty, Ekins, etc., but, we do have men who are equally well skilled at the craft of Trials as Mulder, etc. all are at the craft of scrambles. The names to watch carrying the American banner are: Bob Grove, president of the S.C.T.A., a balance and turn master par excellent; Bob Nickelsen, challenger for the Wheelie King title and winner of the last local trials; Dave Evans, wheelie fan and all



Sammy Miller at '66 Scott Trial.



Bob Nickelsen (Greeves) in good form.

HELMET SAFETY STANDARD UPHOLD

Attorney General Thomas C. Lynch has sued a Beverly Hills manufacturer of motorcycle helmets for falsely claiming that its helmets meet high safety standards.

In a suit filed in Los Angeles Superior Court, Lynch charged Grant Fiberglass, Inc. (Ed. note: Not to be confused with Grant Industries of Los Angeles) with violating the California law against false and misleading advertising.

Also named in the suit were Herbert W. Speck and John A. Hines, officers of the firm.

The suit asks for an injunction against the false claims in Grant advertising and \$25,000 in civil penalties.

Lynch's suit alleges that Grant Fiberglass falsely claimed in its advertising that its helmets meet or exceed the "Z90" safety standard set by the United States of America Standards Institute. This Institute has established a "Z90" standard for protective helmets offering maximum protection against head injury.

The Grant company advertised that the Snell Memorial Foundation, which promotes vehicle safety, tested the Grant Helmet and found that it met the USASI "Z90" standard.

According to Lynch's complaint, the helmet which the Grant company submitted to Snell for testing is different than the helmet that it is selling as an "approved" model. Lynch claims that the helmet being sold by Grant does not meet the "Z90" safety standards.

The "Z90" standard requires that the outer shell of the helmet will resist specific penetration forces; that the shell and the liner have certain impact-absorbing qualities; and that the chin strap will sustain a three-hundred pound weight.

The Attorney General presented the court with ads for the Grant helmets which appeared in a motorcycle magazine.

"We consider false advertising in an area which can literally involve life and death to be a most serious matter," Lynch stated. "We shall continue to carefully scrutinize this problem."

The suit was prepared by Deputy Attorney General Herbert Davis.

Baker, Elder top Brush Prairie field

Story and Photos by N.A. Williams

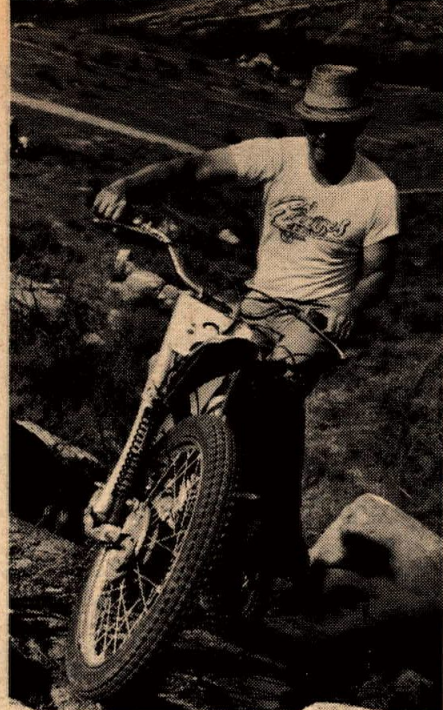
BRUSH PRAIRIE, Wash., July 28 - Mark Baker, one of the top ten riders in District 22 AMA sportsman point standings in both the 100cc and 200cc classes, proved why in his latest outing at the Lucky Spokes M.C. track.

Mark placed third in the smaller class on his 100cc Bultaco, then jumped on his 175cc Bul to take the honors in both the 200cc Trophy Dash and "A" Main Event.

The 250cc class shaped up as a battle of the Harley-Davidson Sprints. Bill Elder had a hard fight on his hands when Dale Fassio entered the day's events. After a tight race all the way, Dale took the 250cc Trophy Dash.

RIGHT: Mark Baker and his Bultaco brushed off Brush Prairie competition in both 200cc Trophy Dash, "A" Main Event.

BELOW: Three wins went to H-D Sprint rider Bill Elder-250cc "A" Main, 500cc Dash, 500cc "A" Main.



Bob Grove climbs 250 Greeves Anglian.

around top rider who has the powers of concentration to pull off a win; Jack Ward, Scottish hillbilly and former opponent of Miller. Victor Boocock, an Englishman who now lives near San Francisco, will be down to challenge.

The strongest hope for U.S. victory lies with the amazing 17-year-old Jim Wilson. He is a formidable trialsman who has won practically every trials he has entered in the past two years. Jim has become a legend in his own time by trouncing the best of California's trials riders and by his polished wheelie demonstrations. One day he wheelied consecutive figure eights over ground that would make a lot of scramblers squeeze their bars.

At any rate the strategy smolders on, in shops where the riders are preparing their machines and in the darkened rooms where trials buffs gather to tell each other lies of their exploits and name the odds they're giving on Miller or Wilson. Whether the Americans can beat Sam or not is a question that will be answered at the Saddleback Trials, Aug. 25. One thing you can be sure of; all eyes will be on that miracle man Miller.

Elder came back hard in the final and won the 250cc "A" Main. Then he moved up one class to ride in the 500cc division and took both the Trophy Dash and "A" Main wins as well.

(Results on page 16)



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JACK AND FRANK MORGAN 1-2 IN TROJAN TT

By Mike Capalite

SOUTH GATE, Cal., Aug. 8 - Jack Morgan (Hodaka) and Frank Morgan (Hodaka) had a duel for first place in the Junior division of the 100cc TT class as the double bill got underway Thursday night at Trojan Raceway. Now that the short track program is being run on the same night as the TT program, the oval rider entries are also picking up. Alan Wurtzel (Kawasaki) and Steve Hyder (Hodaka) started strong, but Alan had adhesion problems and fell back while Hyder was beset with problems, too, which allowed Jack and Frank Morgan to move up into the 1-2 position where they put on a battle all by themselves, and although Frank was never more than a bike length behind Jack, he couldn't quite muster up the power to get around him and had to settle for a second place finish. Trophying for third and fourth in the Junior class were Mark Blackwell (Hodaka) and E.C. Birt (Hodaka).

Bailey Blasts 'Em

In the 100cc Senior TT, Gary Bailey (Van Tech Hodaka) again copped the Trophy Dash which makes him just about unbeatable in the TD's, but in the Main Event there was a lot of "bash mit der elbows" in the first corner and although no one went down, Gary was crowded off the track and had to go around the jump, and by the time he got back onto the track he was in sixth place and Dale Hopkins had built up a large lead on his Suzuki. Gary quickly moved up to second place position, but from there he couldn't seem to gain on Hopkins who was out in front

all by himself and riding superbly when suddenly, as Dale came over the jump, he missed a gear going into the right-hander and went off the course. As he attempted to re-enter the track, he lost

taco) and then pulled away for the win, leaving Dick in second with newcomer George Spearing (Allstate) taking home third place brass.

In the Trophy Dash and the Main Event,

slot. Third in the Senior division was Eddie Walker (Triumph) and fourth went to Danny Jones (Bultaco).

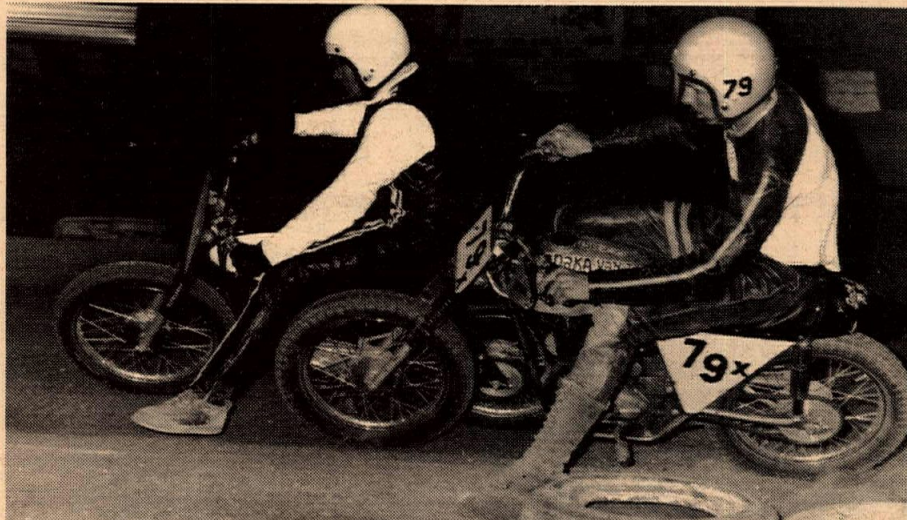
Short Track Sizzlers

Now that short track is being run on the same night as the TT, it seems to be picking up in popularity among the Junior riders as a rider may be a Senior TT rider, but not necessarily a Senior in the Short Track. If he starts out as a Junior and goes well, though, he only needs 24 points and he is automatically moved into the Senior division; this gives the true Junior rider a chance to bring home some gold.

In the 100cc Short Track, it was Bryan Spinks who moved up through the pack on his Yamaha for the win with Lloyd Quintard (Yamaha) in second and Mark Blackwell (Hodaka) in third. As the short track riders are running on the same track that is used for the 500cc Class A speedway machines which run every Sunday night, the 250cc action was spiced with a lot of sliding and Eric Olesen (Bultaco), who came across the line the winner after a beautiful display of riding, looked like maybe somebody better snap him up and stick him on a JAP for Sunday nights. Second place was Jerry Formby (Yamaha) while third and fourth went to Irwin Moon (Bultaco) and Eddie Walker (Triumph).

The short track is bringing out a lot of riders who want to run their machines on a cushion track and pretend like they are riding a JAP or an Eso and this is good, because it is these riders who will be our speedway stars of tomorrow.

(Results on page 16)



#79x Gary Bailey (Hodaka) pressured Bryan Spinks (Yamaha), went on to win 100cc TT.

traction on the front wheel and laid it down, and by the time he got underway again, he had to settle for a ninth place position. This left the way open for an easy win in the 100cc Senior TT for Bailey with Bryan Spinks (Yamaha) taking second.

In the 250cc Junior TT, Irwin Moon (Bultaco), the man who won the class the previous week, came back to show the troops that it wasn't just luck as he first battled it out with Dick Weinbrandt (Bul-

Gary Bailey (Greeves) again showed the Senior 250cc riders that he is the man to beat as he made a clean sweep of the night by taking the TD and then coming back to take the Senior 250cc, but the Senior Main was made a little complicated by Jerry Formby (Yamaha) who dogged his rear wheel all the way, but was not able to get around him. Here is a man to watch, however, as he is improving rapidly, and doesn't seem to be content with finishing in the number two

CLASSY CLASS A CLASH AT WHITEMAN

By John A. Grout
Photos by Dennis Greene

PACOIMA, Cal., Aug. 17—Once again the National Speedway League rolled out their rapid scooters last Saturday night at Whiteman Stadium and the methanol burners roared out an action-drenched, sixteen event program before the wildly cheering Class "A" devotees.

From the drop of the first flag, the entire issue was in doubt for the rest of the evening, as the racers ripped through six heats that channeled into four semis that finally reduced the field to the fastest twelve riders for the three big Main Events.



Highlight of intermission activities is appearance of fantastic "Pink Lady," the car with a surprise for the crowd every time.



Veteran vs. newcomer—Don Hawley (left) and young John Hateley have it out in fierce semi struggle. Hateley went on to win 'B' Main.



Bashful Trophy Dash winner Jack O'Brien backs off from Trophy Girl Rose Wood, so Starter Tony Drake (left) took care of the kissing dept.

And from the start of the first heat race, won by Chuck Jones on a JAP in a very fast 59:01, it was obvious that we were in for another exciting night of racing. The "new" Keith Kruser was a strong finishing second in this event, and about a half a wheel length behind Keith came another rider who would have to have some strong consideration for the coming Mains—Sonny Nutter. So, between Keith and Sonny, I'm certain that there was enough heat generated to let Jones know that he had been to the races once again!

Then, out came the current point leader, Jack O'Brien, and he was faced with the monumental chore of trying to take the measure of none other than the slidin', snortin' crowd pleaser: Jimmy Nicholson...And don't forget another real hot-dog in that heat: DeWayne Keeter! So, what happened in this heat? Well, you might say that Jack lucked-out (if you've got your tongue crammed into your cheek) because he toured the four laps in 59:05, allowing Keeter and Nicholson a fast closing second and third.

events. So, the first three to get transferred, were DeWayne Keeter, Johnny Carter and Chuck Berry.

But when we got to the second semi of the night... the rockets sailed into the still air! Formed at the starting grid, were Keith Kruser, Jim Nicholson, Steve Scott, Bob Bailey, Ralph White and Steve Bast (and you might consider this a Main Event—in any book.) First into the turn was Steve Bast, Scott to the outside of him, Bailey on the inside of Scott, and on the FAR outside (peg-scraping the crash-wall) was Jimmy Nicholson. And apparently at this exact point, Nicholson got real serious about the whole thing; because, winding the stick out of the wick, Jimmy orbited down the back chute like a sidewinder barrage. I mean, literally, Nicholson was sidewinding in a lock to lock slide down that back straight!

Fastest Semi to Nicholson

And when the riders came pouring into that third turn, Bast and Scott and White were again trying to stick their front wheels under the high flying Nicholson. But Jimmy wasn't a buyer, and again he spit sand at the other riders all the way to the final flag in what was to hold up as the best Semi time of the evening: 59:18!

The third Semi saw Paul Conserriere and Jack O'Brien going into the first turn, side by side. But, as they left that turn, Paul got a lead which he held to the finish. And then, to add insult to injury, O'Brien got edged out of a second place finish right at the wire by the strong finish of a former Pacific Coast dirt track champion, Stu Morley.

In the fourth Semi, it was Bruce Haserot, all the way, over John Hateley and Don Hawley.

Going next to the Trophy Dash, the four fast times of the night came rolling out to the starting line: Hawley, Hateley, O'Brien and Jones. The flag sailed through the air, and O'Brien sailed into the lead at the first turn. But Jones and Hawley had an unfortunate unloading, and the race was declared a re-start. Again, O'Brien was first into the turn. But moving into strong contention were Hawley and Jones. After completing the first turn of the course, Jack was being pushed so hard that he promptly broke the one-lap record the next time around. O'Brien's time, an astounding 13.09 for one lap! And who got to the finish first? Well, after a lap like that, if you guessed Jack O'Brien, you were right. Grabbing a strong second was young John Hateley. Third went to Chuck Jones. The final time? Almost track record again: 58:37.

The "C" Main Event then went to Jack O'Brien in 1:00.05. In for second and third were Steve Scott and Don Hawley.

In the "B" Main—and it goes to show you what a real rider this lad is developing into—John Hateley took the measure of the veterans: Stu Morley and Johnny Carter (Carter finishing second). In for the fourth was Steve Bast.

Conserriere Wins Heartbreaker

And here, we got to the real heart-breaker of the night... the "A" Main Event. For it was in this event that Jimmy Nicholson led three other racers for a full three and a quarter laps. But, at the end of that time, Jim's bike started to misfire. Going into the east turn on the final lap, Nicholson might as well have gotten off the machine and walked all the way to the finish, because he was barely crawling. But, in spite of a seized engine, Jim managed to finish second behind Paul Conserriere, in the time of 59:05. Imagine what the time would have been, had Nicholson maintained his lead to the finish! Third was DeWayne Keeter with a very good ride, and in fourth, was Bruce Haserot. Woowee!

After the final race, our lovely Trophy Girl, Rose Wood, hosted quite a few of the riders and their guests at Snoopy's Opera House in North Hollywood where a good time was had by all. Also, it was decided to initiate team racing at Whiteman next week. So, we'll look forward to having "you all" out there!

(Results on page 16)

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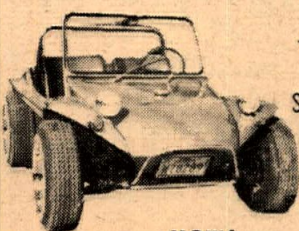
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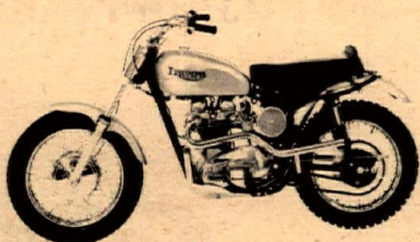
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Desert ready, excellent condition, must see to appreciate. Call (213) 459-1415 after 5 p.m.

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on Hondas, Triumphs, Yamahas, BSAs, Hodakas and others. Bob Bailey's Service Center, 17124 So. Western, Bldg. #6, Gardena. (213) 327-8538.

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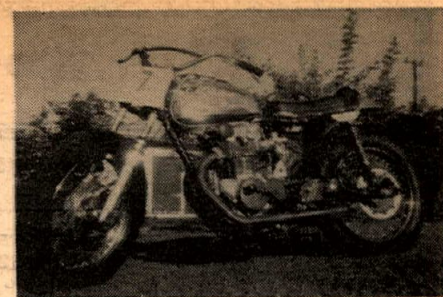
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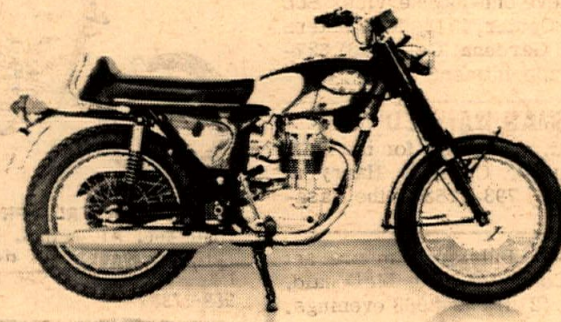
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YAMAHA CLEANS HOUSE AGAIN

THIS TIME AT THE BLACK HILLS CLASSICS

WEDNESDAY - FIRST PLACE

Jerry Cheney of SIOUX FALLS, S.D., wins shorttrack main event on a Yamaha DT-1. Novice rider Bill Gray of Couer D' Alene, Idaho, was 2nd.

THURSDAY - FIRST PLACE

Bill Gary, the novice, won the main event on his Yamaha DT-1 with 2nd place in this short track event going to previous night's winner, Jerry Cheney.

FRIDAY - FIRST PLACE

Friday night the Black Hills Classics event was a Moto Cross Scrambles. Jerry Cheney was again the winner on a Yamaha DT-1. And he added to his laurels by taking an impressive second place in the big bike event on a Yamaha YR-2.

SATURDAY - FIRST PLACE

Saturday night was the professional class C. short track event. Neil Keen, who leads the nation in short track point standings, won handily on his Yamaha DT-1. Novice rider Bill Gray took a strong third place. 5 of the 8 starters in this very important short track event were riding Yamaha DT-1s.

SUNDAY - FIRST PLACE

The nation's high-point novice, Keith Mashburn of Los Angeles, won the 250cc class at the biggest event during the classics - the half mile race on Sunday. Second place went to Rod Valesquez, a novice rider from Colorado Springs, Colorado.

Keith Mashburn, leading the nation in Novice point standings, shows his stuff in winning the half mile at the Black Hills, S.D., Classics.

Neil Keen, the nation's leading short-tracker, won the professional main event at the Black Hills short track.

YAMAHA TAKES 1st&2nd OVERALL IN THE OPEN GP CLASS

Vaca Valley Road Race - August 18, 1968 - Art Baumann first and Mike Duff second overall, both on 350cc Yamaha twins, defeating machines of 750cc and larger.

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CYCLE NEWS

25 CENTS

September 12, 1968

AMERICA'S ONLY WEEKLY MOTORCYCLE NEWSPAPER



Winner of latest \$10.00 Cycle News Photo Contest is the exciting hillclimb shot by Scott Dixon of Waterloo, Iowa. Dixon caught the action as Triumph flyer James Whitney took first place in Expert Class C event at Newton, Iowa July 28. Whitney, from Cedar Rapids, was '67 Canadian champion.